

BLUEPRINT for ACTION

MAY 1998

Foothills Community Blueprint for Action Planning Department

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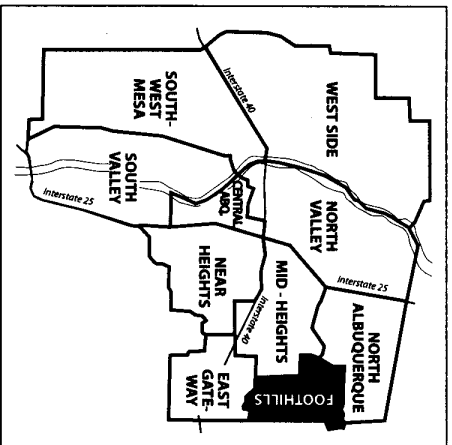
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Albuquerque's Community Planning Areas

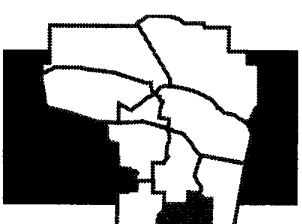
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Executive Summary

Introduction

City of Albuquerque Strategic Planning Process

City of Albuquerque 5-Year Goals and the Foothills Community Conditions

Executive Summary

The Foothills Community Planning Area is located between Indian School Rd. on the south, San Antonio Ave. on the north, city limits on the east, and Juan Tabo/Eubank Blvds. on the west. The Foothills lie between the Sandia Mountain's sharply uplifted, pink granite, western face and Albuquerque's east mesa. People value the foothills proximity to the wilderness of the Sandia National Forest, the views of the city they provide, and their own quiet beauty.

In 1996, the Foothills Partnership completed an analysis of the strengths, weaknesses, opportunities, and threats of the area. In general, the analysis pointed out that the Foothills has a number of strengths, including relatively safe neighborhoods; good schools, parks, and streets; young, healthy, well-educated residents; and a good working relationship with the City.

Speeding and cruising are seen as two problems, along with a lack of adequate recreational facilities near residences, a lack of funding for desired projects, and the feeling that the area is

often taken for granted by the city, due to the perception that the Foothills area does not need much attention when compared to other parts of the city.

The Partnership concludes that the area's population, location, and street network offer an opportunity for developing a model transit program. They also see the opportunity to establish a model program to facilitate mixed-use, infill development, and to take a leadership role in carrying out the proposed revisions of the city's comprehensive plan and zoning code.

Albuquerque Public School redistricting and lack of water are perceived as threats to the community.

After identifying and examining Foothills issues, the Community Partnership will begin work on three priority issues:

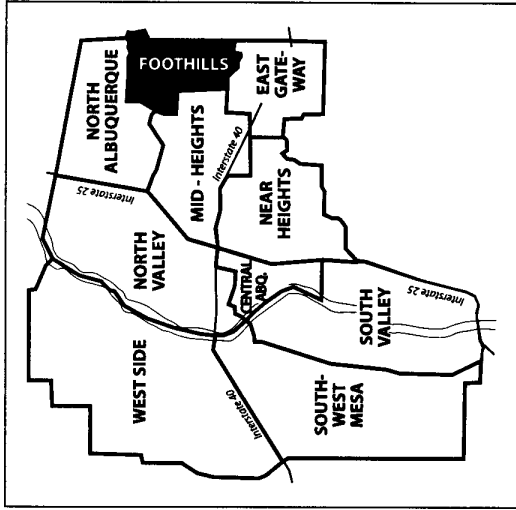
1. Tracking progress of projects funded through the Capital Improvement Program (CIP);
2. Zoning and infill policies as they relate to vacant and underutilized commercial parcels; and
3. Streetscape design and transit.

These issues and corresponding recommended actions are discussed in the Priority Issues section.

This Blueprint for Action provides information about the Foothills planning area and incorporates the concerns and issues of the partnership into the text. This document is an evolving document and can be used by City Council, the City Administration and the public to help them make decisions about allocating resources most effectively. The Blueprint will be updated annually.



Introduction



Albuquerque's Community Planning Areas

community to facilitate broad-based public involvement in planning. Nine are City-run, while the South Valley effort is led by Bernalillo County.

Community Partnerships were formed in each community made up of City Councilors, City government staff, representatives from public schools, neighborhoods, businesses and institutions, and others to assess community conditions, prioritize issues, and work together to solve community problems. With city staff assistance, the partnerships design approaches and solutions which build on their community's assets, network to find public and private resources, and work to direct changes to City policy, planning, and spending for projects and programs in their community planning areas.

The Public Works Department, Family and Community Services Department, and the Capital Implementation Program's Parks, Open Space and Trails section each have their own community planner to help coordinate sub-area planning and implementation. Interagency coordination is further facilitated through a Government Response Team comprised of representatives from the Mayor's Office, City Council Office, and City Departments.

The Foothills Planning Partnership

The Foothills Partnership formed in May, 1996. Membership includes the District 8 Councilor,

the principal of Eldorado High School, a representative from the High Desert Development Corporation, and representatives from City Neighborhood Associations. One of the main functions of the Partnership is to think in broad terms regarding the community. Unlike Neighborhood Associations who deal with individual neighborhood issues, the Partnership strives to look at the "big picture" and somewhat longer range issues involving the entire community. As such, the Partnership continues to invite area residents, city staff, and other informed groups to the meetings in order to be better informed of the larger issues.

The Partnership spent the first half of their initial year identifying community strengths, opportunities, weaknesses and threats, discussing their desires for the community's future, and choosing priorities to tackle. The Foothills Partnership identified three priority issues and have already begun working on solutions. The priority issues and recommendations are discussed at the end of this blueprint.

Blueprint Contents

This blueprint is one of nine. It presents an analysis of current conditions in the Foothills Community, identifies priority issues, and suggests recommendations. The document is divided into three main sections:

Overview of Community-Based Planning

In order to provide more effective planning and service delivery, and to enhance the sense of unique identity in each community throughout the city, the Community-Based Planning Program was initiated. In 1993-94, public workshops were held which asked participants to define the geographic boundaries of their community and to identify its' notable features. Based on this information, the metro area was broken up into ten distinct communities. A community planner was then assigned to each

1. Significant community conditions (Key Findings) are summarized under each of the City's seven goals in order to establish baseline measures that can be used to evaluate community progress.

2. The Community Profile is divided up into nine categories based roughly on city planning services. Community conditions are analyzed under each category, including Key Findings & Recommendations. Categorizing the community conditions by service areas will help identify the capital improvements and service priorities in the community, establish the roles of participants in implementation, and direct future coordination among City and other agencies.

3. Priority issues and recommendations, based on the preceding analysis, are discussed. The Partnership played a major role in identifying the priority issues and is supportive of the recommendations.

The Foothills Blueprint uses a variety of sources to identify the issues including:

- The Community Planning Partnership;
- Youth planning meetings organized by the Office of Neighborhood Coordination;
- Youth planning meetings organized by the Cultural and Recreation Department;

- Many City documents including: Albuquerque Progress Report, Sustainability Indicator Report, and Area Sector Plans; and
- City staff field observations.

Because information is taken from many sources, it should be interpreted with caution. For example, census data may have been compiled by tract, block group, or extrapolation methods. Also, some of the information came from pure observation with no supporting data. Nonetheless, we believe the major points derived from the analyses are useful.

How Can The Blueprint Be Used?

...as a planning tool.

The Blueprint is intended to provide a basis for actions which can improve the quality of life. It provides the baseline data needed to understand where we are now, the trends which explain how we arrived here, and the means to affect change in the community. It should be used as a tool to evaluate conditions, generate discussion and propose solutions to the issues identified. A step further for the Blueprint and Community Planning will be to "zoom in" on an area or neighborhood in need of a more specific development plan.

...as a budget tool.

The Blueprint contains the community's needs,

desires, values and dreams and could be used as a guide by public officials and other policy makers in their efforts to improve the social and physical environment in the community. Using the Blueprint as a budgeting tool would be one way of shifting the budget emphasis from department needs to citizen perspectives.

...as a prelude to an Area Plan.

These initial renditions of the Blueprints may be revised and expanded over the next year in order to develop them into Community Area Plans. The Community Area Plans should serve as building blocks for revising and updating the City's Rank I Comprehensive Plan. By comparing all the Blueprints and eventually all the Area Plans, common issues, strengths and opportunities should surface and lead to city and region-wide policies. The Blueprints will be updated periodically and may have individual components updated more frequently.

If you have questions or want to participate in planning for the community, call your Community Planner at 924-3860.



City of Albuquerque Strategic Planning Process

Community Blueprint as Part of City of Albuquerque's Strategic Planning Process

The City of Albuquerque is charged with providing quality service to its citizens. This objective is getting harder to achieve, however, as the gap between the demand for service and lagging growth in budgetary resources to provide the service continues to grow wider. For this reason the City of Albuquerque has embarked on a significant effort to improve service quality by drafting a Strategic Management Plan dated January 22, 1998. The Plan suggests some strategies for how city departments can improve conditions in the city by:

- developing a current and thorough understanding of community and customer conditions and trends
- translating that knowledge into effective and efficient programs that improve those conditions
- measuring results of programs for their effectiveness

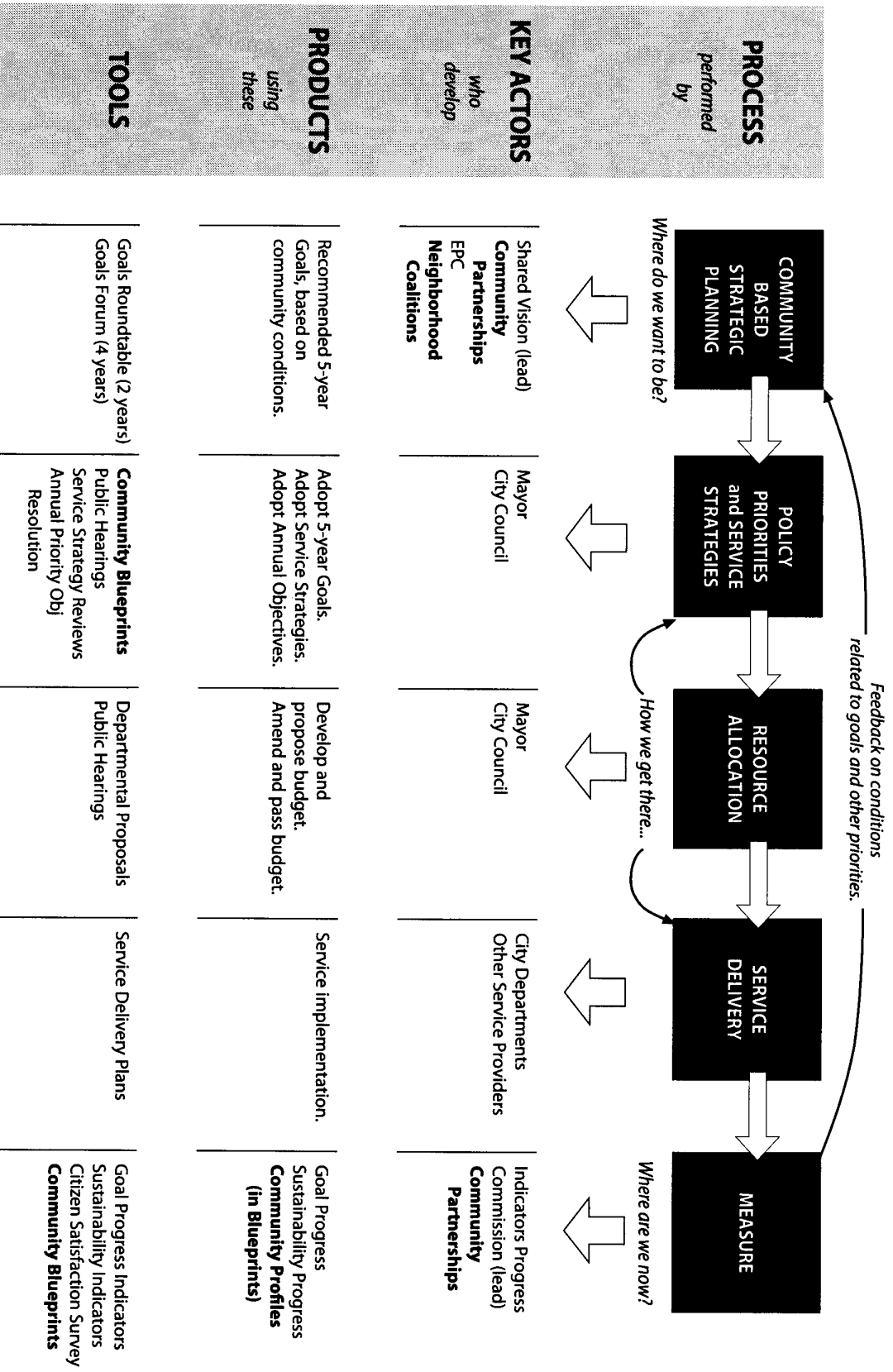
The Community Blueprints have made an attempt to accomplish the first two objectives by developing a profile of community conditions and suggesting recommended actions to improve those conditions. Community Planners

will work with the Office of Management and Operations Improvement and community partnerships on quantitative measures to determine if community conditions improve as a result of the City's actions.

The following graph shows how the Community Planning effort fits in with the City of Albuquerque's Strategic Planning Process to track progress toward improved service to the citizens of Albuquerque. □



Strategic Planning in the City of Albuquerque – Vision in Action Process





City of Albuquerque 5-Year Goals and the Foothills Community Conditions

The City of Albuquerque adopted the following seven City Goals in 1994. They are used to set one-year objectives for City Government and to organize annual budget requests. They are also used as the basis for performance review documented in the Albuquerque Progress Report, one of the City's primary evaluation tools.

The Community Blueprints for Action organize the key findings about each of Albuquerque's Community Planning Areas under these citywide goals. This will help establish baseline measures of community conditions that can be used to evaluate community progress.

GOAL 1: Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.

- The Foothills has many enjoyable recreational facilities and programs available to residents.
- The Foothills partnership has identified a need for more recreational facilities for children and adults.

GOAL 2: Improve public safety services.

- The partnership has expressed concern over speeding and cruising problems in the area.

GOAL 3: For infrastructure, equitably balance new construction, maintenance and repair.

- Lack of adequate funding for maintenance and repair of streets and public facilities is a weakness, according to the Foothills Partnership.

GOAL 4: Achieve sustainable development, and balanced development and redevelopment, including infill development.

- The Foothills is characterized primarily by residential subdivisions with some linear commercial centers along Juan Tabo Blvd. and some commercial nodes along Tramway Blvd.
- Lack of adequate transit results in heavy dependence on single-occupancy vehicles.
- The partnership is exploring other transit promotion options including park and ride facilities.
- The partnership has indicated that the Foothills has an opportunity to be a leader in transit innovation.
- The partnership has put establishing a model for commercial infill development as a top priority.
- While owners and renters in this area have higher incomes, housing costs are also higher.
- There are opportunities for development of vacant commercial and industrial properties in the community.

GOAL 5: Increase environmental protection and resource conservation.

- People value the foothills for their proximity to the wilderness, the views of the city they provide, and their own quiet beauty.
- Transit should be promoted as a way of reducing the number of single-occupancy vehicle commutes.
- Air pollution needs to be addressed through land use and transportation solutions.
- The partnership identified lack of water as a threat to the community.

GOAL 6: Adopt and pursue implementation of an economic vitality strategy.

- There are opportunities for development of vacant commercial and industrial properties in the community.

GOAL 7: Foster the expression and appreciation of Albuquerque's cultures.

- One opportunity to emphasize community identity is underway, the Candelaria streetscape design project, and has the potential to serve as a model for other community planning areas.
- Another opportunity to emphasize community identity is the development of the Montgomery/Tramway Neighborhood Center
- The multi-use trail along Tramway Blvd. is an important, defining feature of the Foothills Community Planning Area and is recognized as a local landmark.
- The natural environmental features of the area have played an important role in forming the identity of the Foothills community.
- Major streets, such as Tramway, Juan Tabo and Montgomery, play a role the establishment of community character through the development of identifiable streetscapes including median and sidewalk landscaping.



The Foothills Community Profile

History and Development

History and Development

The Foothills Community Planning Area lies between the Sandia Mountain's sharply uplifted, pink granite, western face and Albuquerque's east mesa. Their fan shaped mounds of granite gravel are easily eroded. Rushing water from mountain streams carves them, and road and house construction rearranges them. People value them for their proximity to the wilderness, the views of the city they provide, and their own quiet beauty. (Source: *Albuquerque's Environmental Story*)

The Foothills Community Planning Area encompasses about 11.3 square miles, the second smallest community planning area, compared to 162.6 square miles in the city. (Source: *Albuquerque Geographic Information Systems, 1997*)

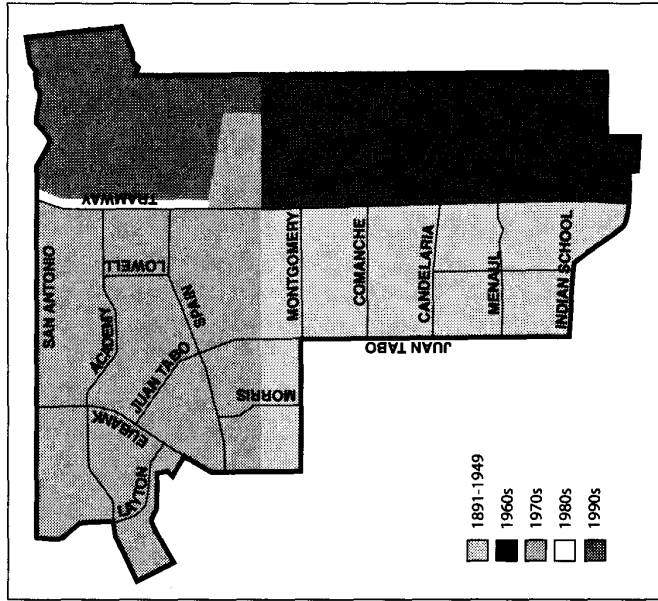
Grazing Period

The east mesa and foothills were used as communal grazing lands by Spanish settlers living in the valley. In the book, *Shining River Precious Land, An Oral History of Albuquerque's North Valley* by

- [Goal 3] For infrastructure, equitably balance new construction, maintenance and repair.
- [Goal 4] Achieve sustainable development and balanced development and redevelopment, including infill development.
- [Goal 6] Adopt and pursue implementation of an economic vitality strategy.

Kathryn Sargeant and Mary Davis, North Valley residents recall how the foothills were still used as grazing land in the early 20th century: "The farmers down in the valley drove their cattle through this common trail (Ranchitos Road) up to the common grazing grounds on the Elena Gallegos Grant." (John Jacobson, 1920s and 1930s) "My grandfather, Eulogio Barela, had two or three hundred head of goats up at Bear Canyon. They were among the last ranchers in the canyon; traces of their homestead are still there." (Ernesto Barela, early 1900s)

Elena Gallegos Grant: In 1938 Albert Simms, a dominant landowner, rancher and farmer in the North Valley, acquired the entire eastern half of the Elena Gallegos Land Grant from James Norment. Norment had acquired the 17,000 acres of land for back taxes in the 1920s. The land lay between what is now Montgomery Boulevard and the Sandia Pueblo boundary and included some of the east mesa, the foothills and Sandia mountains up to the crest. The Elena Gallegos lands were later given to the Albuquerque Academy, providing the financial backbone of the school's endowment.



Annexation History in the Foothills Community
(Source: A.G.I.S., 1997)

Annexation History

The city annexed land west of Tramway Boulevard between 1940 and 1949. Land south of the Embudito Arroyo and east of Tramway was annexed between 1960 and 1969. The High Desert area north of the Embudito Arroyo was annexed in the 1990s. Some of the Foothills community was subdivided as early as 1954 (Rebonito Subdivision 1954 – 1994). Most was subdivided in the 1960s, 1970s, and 1980s. High Desert is the most recent major subdivision.

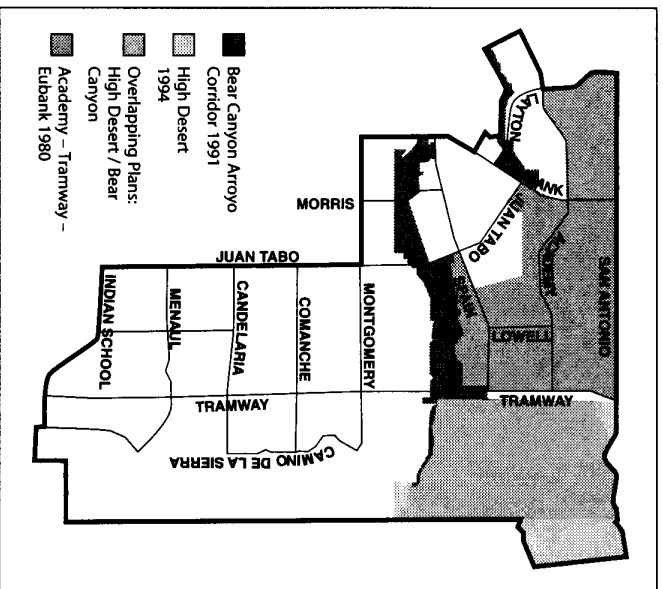
Settlement Pattern

The area is generally characterized by moderate density residential areas west of Tramway Blvd. and low-density residential areas in the more rugged foothills to the east. The Tanoan neighborhoods are an early Albuquerque example of the phenomenon of gated communities. West of Tramway Blvd. residential areas are platted within the half-mile grid of the arterial street system. East of Tramway pockets of limited-access, cul-de-sac residential development are separated by the foothills and drainage-ways. Pedestrian and vehicular access is circuitous within the neighborhoods, but Tramway Blvd. and the trail system paralleling it provides direct access between areas. Neighborhood commercial businesses are located at major intersections along Tramway. There are several linear commercial centers located along Juan Tabo Blvd. and along Montgomery Blvd.

In 1997 there were thirty-four neighborhood associations representing about three-fourths of the Foothills area. Population growth in the Foothills brought demand for city facilities and services. Park sites were dedicated with housing subdivisions. Libraries, schools, and police substations continue to be planned and built.

Adopted Plans and Policies

Two sector development plans direct development in the northern part of the Foothills Community. The Academy/Eubank/Tramway Sector Development Plan adopted in 1980 is for



Foothills Sector Plans

(Source: A.G.I.S., 1997)

the area between Eubank, Tramway, San Antonio, and the Bear Canyon Arroyo. The High Desert Sector Development Plan adopted in 1994 is for the area between Simms Park Road, the Embudito Arroyo, Tramway and the Cibola National Forest.

The city's Bear Canyon Arroyo Corridor Plan was adopted in 1991 to provide policies, regulations and project proposals to guide trail development, open space acquisition, and drainage design along the Bear Canyon Arroyo and other nearby arroyos and arroyo tributaries. Several miles of trail have been completed and others are being designed for construction. In 1973 the Sandia Foothills master plan was adopted-

ed by the City. It was amended and became the Sandia Foothills Area Plan in 1978. The Area Plan was amended again in 1981 and 1982. The plan contains policies to control drainage, erosion, and development in the area east of Tramway between the Embudito Canyon on the north and the military base on the south.

Land Use and Development Trends

The Foothills encompasses a total of 6,094 acres of land. Approximately 1,007 acres are vacant and available for development. Most of the vacant land is located in the High Desert area and is zoned for residential uses. ☐

KEY FINDINGS:

- People value the foothills for their proximity to the wilderness, the views of the city they provide, and their own quiet beauty.
- The Foothills is characterized primarily by residential subdivisions with some linear commercial centers along Juan Tabo and Montgomery Bvds. and some commercial nodes along Tramway Blvd.

[Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.

Population:

Total population (1990)..... 40,051

Projected Population:

(Source: Urban Growth Projections, Planning Dept.)

Total population (1995)..... 45,751

Total population (2000)..... 48,244

Total population (2005)..... 48,687

Age:

< 5 years of age 2,360

5-17 years of age 7,392

18-64 years of age 26,586

65-74 years of age 3,713

Educational Attainment:

(percent of population 25 or older)

High School Diploma 94%

Bachelors Degree or higher 44%

Median Family Income:

City \$33,746

Foothills..... \$44,544

Poverty Status:

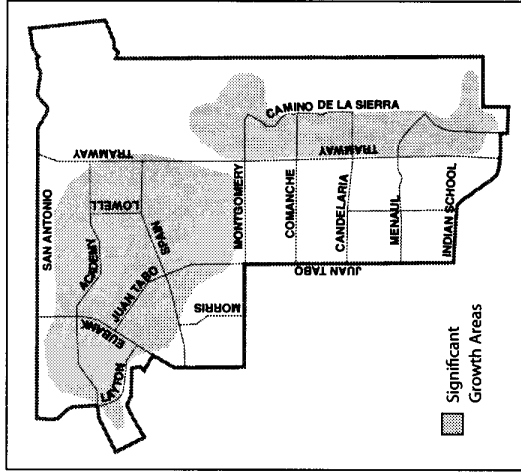
Persons living in poverty 1,683

Persons <18 years living in poverty 513

Persons >65 years living in poverty 132

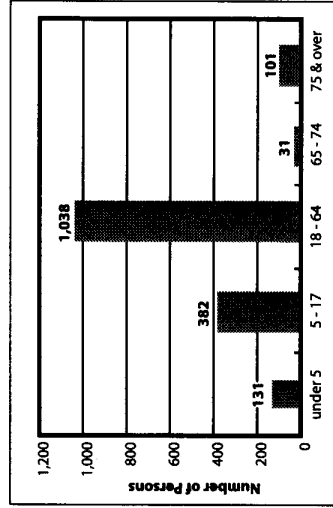
Demographic Data of the Foothills Planning Area

(Source: U.S. Bureau of the Census, 1990)



Significant Population Growth Areas 1980-1990

(Source: U.S. Bureau of the Census, 1980-1990)



Population Below Poverty Level

(Source: U.S. Bureau of the Census, 1990)

Population: The 1990 Census reports the City's population as 384,736, an increase of about 15% from 1980. The 1990 Census reports the Foothills' population as 40,051, an increase of about 57% from 1980. (Source: *U.S. Bureau of the Census, 1990*) Most of the population growth in the Foothills occurred in the north, between San Antonio Dr. and Montgomery Blvd. and Tramway Blvd. and Layton Ave. Significant growth also occurred in the area between Montgomery Blvd. and Indian School Rd. and Tramway Blvd. and the city limits (see map).

Projections for the Foothills indicate a population of 48,244 in the year 2000 and a population of 48,687 in the year 2005. (Source: *Urban Growth Projections modified by the Planning Department*)

Race and Ethnicity: The racial and ethnic composition of the Foothills, Albuquerque, and Bernalillo County are presented in the table on the following page.

Age: The Foothills age distribution mirrors that of the City. In the Foothills, 66% of the population, or

26,586 persons, is between 18 and 64 years of age, while 18% of the population, or 7,392 persons, is between 5 and 17 years of age. Only six percent, or 2,360 persons are 5 years of age or younger and 9%, or 3,713 persons, are over 65 years of age. (Source: U.S. Bureau of the Census, 1990)

Income: The 1990 Census reports the median family income of the City as \$33,746, compared to \$44,544 median family income reported for the Foothills. (Source: U.S. Bureau of the Census, 1990)

Education: Educational attainment is significantly higher in the Foothills compared to the City as a whole. In the Foothills, 44% of the population over 25 years of age has a bachelors degree or higher, compared to 28% city-wide. The percentage of 25 year-olds in the Foothills with a high school diploma is 94%, compared to 84% city-wide.

Children and Youth: Of the 9,752 children under 18 years of age in the Foothills, only 513, or 5%, live in poverty. This is compared to almost 19%, or 17,623 children, city-wide.

The Foothills has several cultural programs available to youth. Some of these include the Museum's Magic Bus Tour and hands-on arts and crafts workshop; Library's 1, 2, 3, Literacy Program; Bicycle Safety Rodeo; and Zoo to You. The Foothills Partnership has identified a need for more recreational facilities for children. One sug-

Race and Ethnicity:
(Note: The following information includes population numbers using entire census tracts that overlap slightly into the Mid-Heights and East Gateway, therefore, the numbers are based on a population of 41,532 instead of 40,051.)

	Albuquerque		Foothills		Bernillo County	
	NO.	%	NO.	%	NO.	%
White	301,010	78%	37,722	91%	369,445	77%
Black	11,484	3%	691	2%	13,199	3%
Native Amer.	11,708	3%	524	1%	16,296	3%
Asian	6,660	2%	812	2%	7,386	2%
Other	53,874	14%	1,783	4%	74,251	15%
Total	384,736	100%	41,532	100%	480,577	100%
Hispanic (Any Race)	132,706	35%	5,853	14%	178,310	37%

(Source: U.S. Bureau of the Census, 1990)

gestion the group made is to build a youth center in the community. Currently, the Eisenhower Swimming Pool, the Holiday Shelter and the Mountainside YMCA provide recreational activities for youth in the area.

Seniors and Special Populations: The Foothills has 3,713 persons over 65 years of age, or 9%, of the Foothills total population. Of the population over 65 years of age, only 3.5%, or 132 persons, are below the poverty level. The Bear Canyon Senior Center provides a wide range of services to seniors in the Foothills community. The Foothills has the lowest proportion of residents with disabilities compared to the other planning areas.

Poverty: The 1990 Census reports the number of persons in the Foothills living in poverty as 1,683, or 4.2% of the population. Of the ten planning areas, the Foothills has the lowest proportion of persons living in poverty.

KEY FINDINGS:

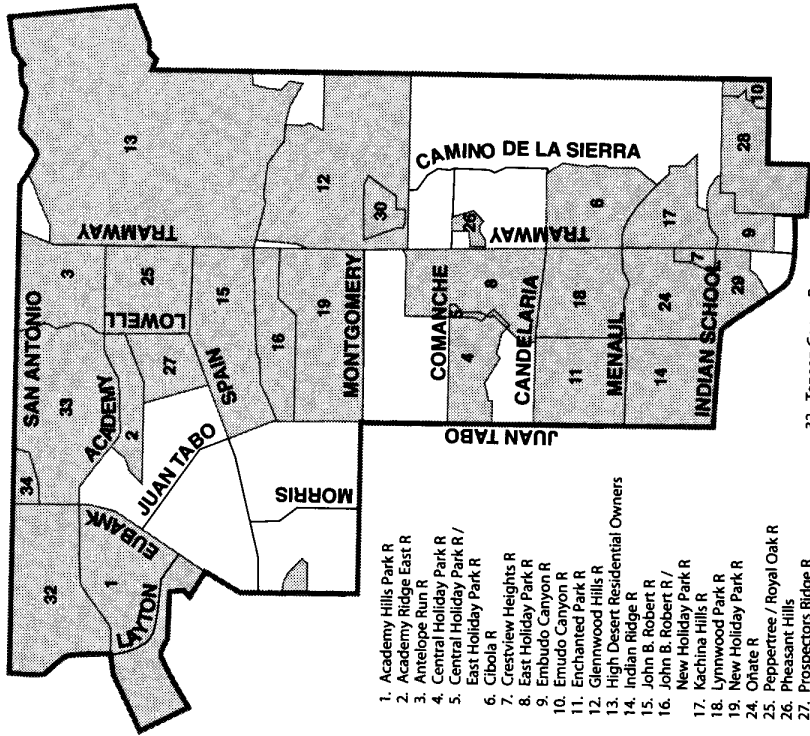
- The partnership has indicated that there is a need for more recreational facilities for youth.
- The median family income of the Foothills is considerably higher than the median family income of the city.
- The Foothills has the lowest proportion of persons in poverty of the ten planning areas.

Community Profile

Community Identity

[Goal 7] Foster the expression and appreciation of Albuquerque's cultures.

Foothills Neighborhood Associations
(Source: City of Albuquerque, Office of Neighborhood Coordination, 1997)



1. Academy Hills Park R
2. Academy Ridge East R
3. Antelope Run R
4. Central Holiday Park R
5. Central Holiday Park R / East Holiday Park R
6. Cibola R
7. Crestview Heights R
8. East Holiday Park R
9. Embudo Canyon R
10. Embudo Canyon R
11. Enchanted Park R
12. Glenwood Hills R
13. High Desert Residential Owners
14. Indian Ridge R
15. John B. Robert R
16. John B. Robert R / New Holiday Park R
17. Kachina Hills R
18. Lynnwood Park R
19. New Holiday Park R
24. Ohate R
25. Peppertree / Royal Oak R
26. Pleasant Hills
27. Prospectors Ridge R
28. Rebonito / Embudo Canyon R
29. Royal Heights R
30. Shadow Hills / Glenwood Hills R
31. Stonegate Village R
32. Tanoan Comm R
33. Tanoan East R
34. Tanoan East R / Estates at Tanoan

R = Recognized Neighborhood Associations

Communities: Self-defined neighborhoods and coalitions of neighborhoods

Linkages: the streets and other pathways or roadways that connect activity centers and communities.

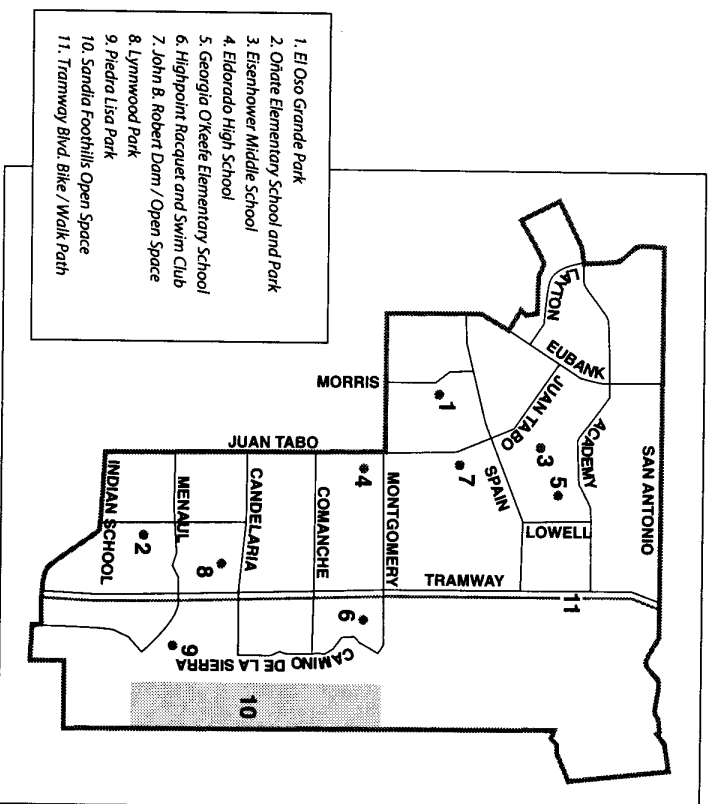
Centers: the focus of activity and social interaction within communities.

Elements of the Foothills Community

COMMUNITY BOUNDARIES	LINKAGES	CENTERS
West: Eubank, Juan Tabo Moon, Ventura North: San Antonio Dr. South: Indian School Rd. East: Cibola National Forest	• Tramway Blvd. • Montgomery Blvd. • Menaul Blvd. • Tramway Trail, Paseo de las Montañas	• Constitution/Tramway • Juan Tabo/Montgomery • Tramway/Montgomery • Tramway/Indian School

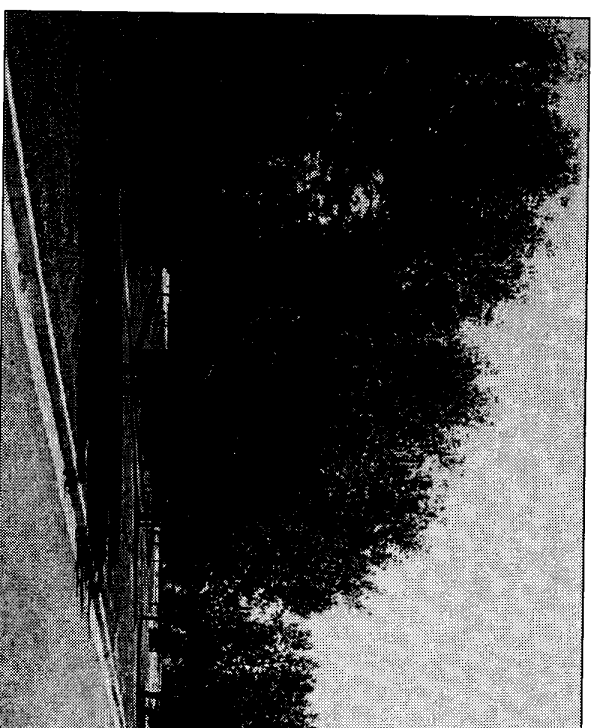
Foothills Role in Albuquerque's Overall Identity

The natural setting of the Foothills Community provides the eastern backdrop of the urban area. Views of the Sandia Mountains are important from every part of the urban area. The foothills open space that borders the community on the east provide a regional recreation resource. (Source: *Community Identity Final Report*)



Foothills Favorite Places

(Source: Community Identity Final Report)



Lynnwood Park

Activity Structure of the Foothills Community

The Foothills Community is primarily residential. In 1997, there were thirty-four neighborhood associations representing about three-fourths of the Foothills area. Neighborhood associations encourage open communication among neighbors through meetings and distribution of newsletters. These associations are formed by the neighborhood residents and serve the community by identifying issues and encouraging

cohesiveness. The District 8 Coalition of Neighborhoods meets every other month and represents about 29 neighborhood associations in the community. The Coalition provides a forum for communication between the neighborhoods and the City Councillor, and gives an opportunity to develop a united voice on issues in the district.

Most residents work and shop outside the community. Commercial activity in the Foothills Community is concentrated at intersections

along Tramway Blvd. and in linear commercial centers along Juan Tabo Blvd. and along Montgomery Blvd.

The multi-use trail along Tramway Blvd. and the trail system of the foothills provide extensive opportunities for walking, jogging, biking and hiking.

Urban Design Considerations:

- Topography of the Sandia foothills;
- Proximity of open space and open space trail system;
- Arroyos extending from the foothills of the Sandias, providing opportunities for recreation trail links to open space;
- Indigenous landscaping; and
- Views of the mountains to the east of the City and West Mesa to the west.

(Source: Community Identity Final Report)

Landscape Features and Streetscape Characteristics

The landscape of the Foothills Community derives from the natural landscape of the western slope of the Sandia Mountains and the Sandia foothills. Granite boulders, decayed granite and high desert plants, including oaks and algerita, dominate the natural landscape. East of Tramway Blvd., the natural landscape is reflected in residential and commercial landscapes, one example is the High Desert Community.

The Tramway Blvd. streetscape, with extensive use of native and naturalized plants, a heavily-used pedestrian/bike trail and pedestrian overpasses, is a well recognized local landmark. Views of the Sandia Mountains and the valley offer opportunities for focal points throughout the Foothills Community. This is perceived as a “strength” by the community.

Design Guidelines to Promote Community Identity in the Foothills Community

- Take advantage of views and the connection to the natural landscape of the foothills in streetscape design.
- Use low water use plant materials and irrigation techniques that minimize water waste in public landscapes. Existing turf medians may be replaced over time with low water use landscaping.
- Avoid the use of turf in small areas.
- Use natural materials and colors that blend with the natural landscape in man-made streetscape components, including paving materials and structures.
- Plant street trees to enhance arterial street corridors.

(Source: Community Identity Final Report)

Opportunities to Enhance Community Identity

1. Arterial Streetscape Design Project: A streetscape improvement project has been funded in the amount of \$300,000. A prototype design will be tested for application on an arterial street. Connecting arterial streets with other issues and opportunities may be studied as well.

2. Montgomery-Tramway Neighborhood Center:

This 4.3-acre site has been selected for construction of a police mini-substation and a master plan for the site will consider other uses such as a park-and-ride, library kiosk, mini-park, parking area for the trail and recreation/community center. This as an opportunity to develop the unique community identity of the Foothills by incorporating the natural features of the area into the design of the site and its buildings. The residents of the Foothills would like to see this site develop into a community gathering place.

Related CIP Funding

(Approved 1997 GO Bond)

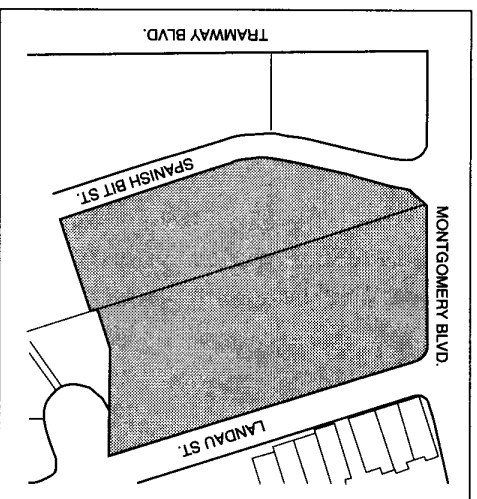
- Police Mini-Substation at Montgomery and Tramway \$500,000

Neighborhood Set-Aside Projects

- Landscaping Design/Study: Menaul (Juan Tabo and Open Space east of Tramway) \$30,000
- Lowell/Spain Median Enhancement – Phase I (Lowell from Academy to Spain) \$120,000

Approved Capital Outlay Funding (1998 State Legislature)

- Montgomery/Tramway Neighborhood Center \$150,000
- Academy Medians – designing and renovating medians \$100,000



Montgomery – Tramway Neighborhood Center Site

KEY FINDINGS:

- Two opportunities to emphasize community identity are underway, the arterial Streetscape Design Project, and the Montgomery-Tramway Neighborhood Center.
- The pedestrian trail along Tramway Blvd. is an important, defining feature of the Foothills Community Planning Area and is recognized as a local landmark.
- The natural environmental features of the area have played an important role in forming the identity of the Foothills community.
- Major streets, such as Tramway, Juan Tabo and Montgomery, play a role the establishment of community character through the development of identifiable streetscapes including median and sidewalk landscaping.



Tramway Trail

[GOAL 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.

[GOAL 3] For infrastructure, equitably balance new construction, maintenance and repair.

[GOAL 4] Achieve sustainable development, and balanced development and redevelopment, including infill development.

[GOAL 5] Increase environmental protection and resource conservation.

[GOAL 6] Adopt and pursue implementation of an economic vitality strategy.

Average number of weekday riders on fixed routes indicated in parentheses.

3 LOCAL ALL-DAY ROUTES	#1 Juan Tabo/Four Hills (655), #5 Montgomery (2,058), #8 Menaul (1,203),
4 PEAK-HOUR ROUTES	#6 Indian School (225), #7 Candelaria (262), #12 Constitution (122), #13 Comanche (182)
1 EXPRESS ROUTE	#93 Academy (36)

18 foothills community

Maintenance of Streets and Public Facilities

The maintenance of streets and public facilities in the Foothills is a high priority, as identified by the Partnership. Maintenance of streets includes repairing pot holes, repaving or sealing. Maintenance of public facilities includes parks and open space areas. The Partnership considers the lack of adequate funding allocated for maintenance and repair of streets and public facilities a weakness.

The Street System

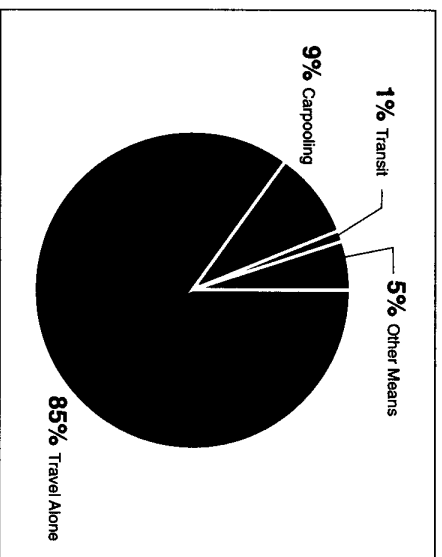
The Foothills is served by several principal and minor arterials, which provide good circulation within the community and good access to the rest of the city. Principal arterials in the Foothills include Juan Tabo, Montgomery, and Eubank. Minor arterials in the Foothills includes Candelaria, Menaul, Academy, and Spain. The Foothills is also served by Tramway Blvd., a limited-access street. Tramway Blvd. was intended as part of a limited-access loop road that was to encircle the city. The Tramway Corridor plan

was adopted in the late 1970s, and southern sections of the boulevard (between I-40 and Montgomery) were built in the early 1980s. (Source: *Albuquerque's Environmental Story*)

From its inception, Tramway Blvd. was envisioned to be a multiple-purpose corridor accommodating drainage, utilities, a trail, and vehicles.

Commute to Work

Traveling alone is the most common mode of commuting to work in the city, accounting for approximately 78% of workers. In the Foothills about 85% of commuters, or 18,134 persons, travel alone to work. Carpooling accounts for about 12% of the commuters in the city versus only 9% of commuters in the Foothills. Transit ranked last with only 2% of commuters using this mode in the city and only 1% in the Foothills. (Source: *U.S. Bureau of the Census, 1990*) One issue the Foothills partnership wants to focus on is promoting transit in the area. This priority is consistent with some of the transportation principles of the Transportation Evaluation Study (TES), which includes strategies such as increasing the level of transit service as a way of reducing single occupancy vehicle travel. Traveling alone has negative impacts on air quality, especially during the winter months. This is discussed in greater detail in the Environmental section of this report.



People Commuting to Work
(Source: *U.S. Bureau of the Census, 1990*)

Transit & Future Transit Development

The Foothills is served by three local all-day transit routes, 1, 5 and 8, and four peak hour routes, 6, 7, 12, 13, and one express route, 93. The chart at the left shows the average number of riders for each of these routes in 1996. (Source: *City of Albuquerque Transit Department*) The Community Services map in the appendix shows the Suntran bus routes and the on-street bike routes, lanes, and trails in the Foothills. Bicycling is another mode of transportation that often gets overlooked. There are many bike trails, lanes and routes, but there is a severe lack of connectivity among them making it difficult to reach a destination in another part of town. Lack of connectivity and bottlenecks at key intersections are

disincentives to choosing bicycling as a way to get around town. Oftentimes, a trip will begin in one community and end in another, making connectivity between communities essential.

One important issue for the Foothills partnership is the desire to promote mass transit in the area. One opportunity under consideration is the development of a park-and-ride facility adjacent to the future police mini-substation at the Montgomery-Tramway Neighborhood Center. The 4.3 acre site is located near the corner of Montgomery Blvd. and Tramway Blvd. between Spanish Bit and Landau Streets NE. The site is to include a police mini-substation and a neighborhood transit center and potentially other municipal and/or private facilities such as a

library kiosk, community center, parking area for the trail, and a mini-park. One suggestion to promote transit use is to use vans to collect riders for larger buses to take on major thoroughfares. The transit component of this project should also incorporate bicycle facilities for those who wish to bike to the park-and-ride, secure their bicycle in a locker, and take the bus. The partnership is encouraged by the idea of promoting mass transit and hope the park-and-ride facility can lead the way in the implementation of this. An architect has been selected to work with City departments and the residents of the area to coordinate and develop the uses for this site.

The master planning and design process must include a high degree of public input and close contact with elected officials. The TES and the Service Plan for the Regional Transit Authority support the development of alternative modes of transportation and developing corridors of land uses to support them.

Bicycle Trail Connections

Residential density has begun to increase along Tramway Blvd. This contributes to greater opportunities for alternate modes of transportation. There is a good trail along Tramway although its connections are largely undeveloped. For example, there are only two trail connections from the Tramway trail that head westward, (trails 386 and 390), both of which terminate at Winrock Shopping Center. In the future, however, an overpass will be constructed over I-40 that will

connect these trails to Winrock. The Bikeways Master Plan Map reflects existing and proposed bikeways in the Albuquerque Metropolitan Area and is attached in the appendix. The Plan map proposes bike lanes on Comanche from Tramway Blvd. to Alvarado. A portion of the eleven-mile long Bear Canyon Arroyo Corridor Trail runs east/west through the middle of the Foothills Planning Area.

When the entire trail is completed, it will run from the North Channel Trail on the west to the Forest Service Embudito Trail head on the east. Several portions of the trail have been completed and others are being designed since the Bear Canyon Arroyo Corridor Plan was adopted in 1991.

Pedestrian Safety and Connections

Arterial streets act as barriers to pedestrian travel. First, traffic speeds on arterials are high, anywhere from 40 – 55 miles per hour. Second, the streets are very wide, usually three lanes in each direction, separated by a median or turning lane. These factors make it difficult for pedestrians to cross arterials such as Juan Tabo Blvd. and Montgomery Blvd. One suggestion is to install signs at crosswalks with instructions about how to cross the intersection properly using the crosswalk button. Another suggestion is to install mid-crossing islands where pedestrians could wait safely for the next light change. These medians would also be helpful to bicyclists crossing at major intersections. Although Tramway Blvd. is classified as a limited-access

roadway, it does not act as a barrier to pedestrian travel because there are three pedestrian overcrossings which allow pedestrians to cross safely.

The University of New Mexico Division of Government Research reports that 1/4 to 1/3 of traffic deaths in Albuquerque are pedestrians. In 1996, New Mexico ranked 4th in the nation in pedestrian fatalities per capita. (Source: *National Highway Traffic Safety Administration*) These statistics make a case for the need for a more pedestrian-friendly city. The University of New Mexico Center for Injury Prevention offers workshops to interested community members about pedestrian issues and how to make our communities walkable. For more information about arranging a Walkable Communities workshop or presentation, please contact Joan Sandvig, Program Coordinator at UNM's Center for Injury Prevention, at 272-5066.

Transportation Planning and Congestion Management

The Long Range Major Street Plan Map reflects long range transportation system policies adopted collectively by local elected officials. It provides a framework for the short and medium range planning and development projects programmed in the Transportation Improvement Program for the Albuquerque Metropolitan Planning Area. The Plan map is attached in the appendix.

The Middle Rio Grande Council of Governments published the Albuquerque Congestion

Management System Baseline Conditions Performance Report in February 1997. This document provides information pertaining to the extent and distribution of congestion on the street network in Albuquerque. Data from this document indicate that there are no severe congestion conditions, defined as a delay greater than 80 seconds per mile, in the Foothills Planning area. A portion of Montgomery Blvd. between Eubank and Juan Tabo experiences moderate congestion, defined as a delay between 60 and 80 seconds per mile, during the P.M. peak (4-6 P.M.). During the A.M. peak (7-9 A.M.), west bound traffic on Montgomery Blvd. between Tramway and Juan Tabo experiences moderate congestion.

Drainage, Water and Sewer

Some east-west streets are designed to carry large volumes of water during storms. Candelaria Boulevard is one example. There are many channels and arroyos in the Foothills which carry storm water and runoff from the mountain. Sewer and water lines are aging. As streets are redesigned for reconstruction, drainage system and water and sewer line improvements will be considered. The Parsons Study, endorsed by the City Council, notes that decaying infrastructure deserves continued funding support.

Solid Waste

Residential trash collection is automated throughout the Foothills. ☐

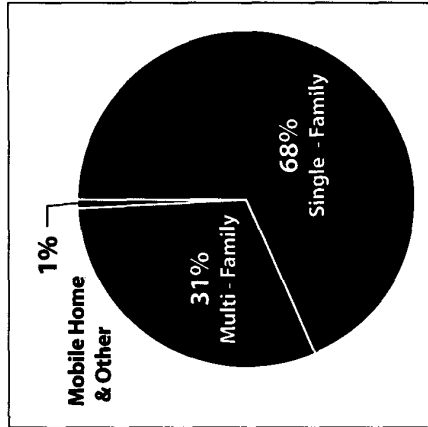
KEY FINDINGS:

- Lack of adequate funding for maintenance and repair of streets and public facilities is a weakness, according to the Foothills Partnership.
- Lack of adequate transit results in heavy dependence on single-occupancy vehicles.
- Arterials act as barriers to pedestrian travel.
- Bike and trail connections are incomplete.

RECOMMENDATIONS:

- Work through the Regional Transit Authority to promote transit use. Identify and develop new transit routes in the Foothills.
- Identify and develop appropriate locations for park-and-ride facilities.

<p>[Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.</p>	<p>[GOAL 4] Achieve sustainable development, and balanced development and redevelopment, including infill development</p>
<p>[GOAL 5] Increase environmental protection and resource conservation.</p>	<p>[GOAL 6] Adopt and pursue implementation of an economic vitality strategy.</p>



Housing Types in the Foothills
(Source: U.S. Bureau of the Census, 1990)

Housing Types

The mixture of housing types in the Foothills is very similar to that of the city. Single-family housing makes up roughly 68%, or 11,958, of all the housing units in the Foothills, compared to 61%, or 101,780, in the city. Multi-family housing makes up about 31%, or 5,346, of the housing units in the Foothills compared to 34%, or 55,931 city-wide. Mobile homes and other types account for only 1%, or 126, of the housing units in the Foothills, which is less than the city-wide figure of 5%, or 9,159. (Source: U.S. Bureau of the Census, 1990)

Occupancy

The Foothills has the fifth highest percentage of

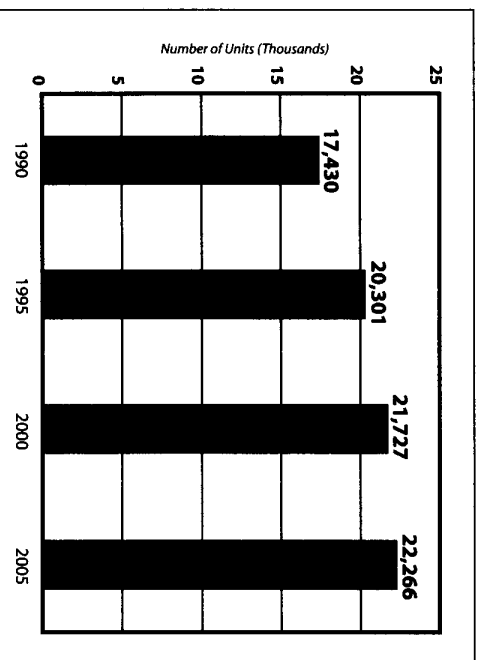
owner-occupied housing units of the ten Community Planning Areas. In the Foothills, 67% of all housing units are owner-occupied, compared to 57% owner-occupancy in the city. (Source: U.S. Bureau of the Census, 1990)

Land Use

The Foothills Planning Area is primarily a residential community. Forty-five percent or 2,734 acres, of land in the Foothills is developed as single-family residential, while 6%, or 348 acres, is developed as multi-family residential. (Source: A.G.I.S., Oct. 1997)

Age of Housing Structures

The housing stock in the Foothills is relatively young. More than half of the housing structures



Existing and Projected Number of Dwelling Units in the Foothills
(Source: 1990 Census and Urban Growth Projections)

in the Foothills are less than 10 years old, while approximately one-third are 10 – 20 years old. Only a small proportion, about 15%, of housing structures are more than 20 years old. (Source: *U.S. Bureau of the Census, 1990*)

New Construction

Seven hundred thirteen (713) building permits were issued for single-family dwellings in the Foothills between January 1, 1996 and June 30, 1997. This was the fifth highest of the ten community planning areas. During the same time period 13 building permits were issued for multi-family housing, which ranks as the third highest of the ten community planning areas. The significance of this information is that it shows the Foothills continues to experience growth. Urban

Growth Projections for the Foothills indicate moderate growth in the number of dwelling units through the year 2005.

Housing Costs and Affordability

In 1997, the median sale price of existing single-family detached homes in the Foothills was \$164,900, compared to \$126,004 in the metropolitan area. (Source: *Albuquerque Board of Realtors*)

The U.S. Department of Housing and Urban Development currently defines 30% of gross income as the base measure of housing affordability. Affordable housing includes rental, pre-owned and new homes that are available to all residents. Housing that requires more than 30% of income is considered "unaffordable".

For about 35% of renters in the Foothills, or

1,873 households, housing costs more than 30% of their incomes. For about 19% of homeowners in this area, mortgage payments require more than 30% of household income. (Source: *Human Services Needs Assessment*) While owners and renters in this area have higher incomes, housing costs are also higher.

The public sector currently provides six major programs to assist residents with housing needs. The Foothills has one City-operated public housing facility, accommodating 25 households. The City's Department of Family and Community Services operates an active housing development program, which has been underway during the last decade. It uses several federal funding sources including primarily the Community Development Block Grant (CDBG). In the last five years, one property has been rehabilitated in the Foothills and made available to low and moderate income renters. No Affordable Housing units have been constructed or renovated within the area.

KEY FINDINGS:

- The Foothills Planning Area is primarily a residential community with a relatively young housing stock.
- While owners and renters in this area have higher incomes, housing costs are also higher.

- [Goal 1] Enhance the basic social contract by enhancing the lives of youth and seniors, supporting the family, fostering and maintaining stable neighborhoods and providing affordable housing.
- [Goal 3] For infrastructure, equitably balance new construction, maintenance and repair.
- [Goal 4] Achieve sustainable development, and balanced development and redevelopment, including infill development.
- [Goal 5] Increase environmental protection and resource conservation.



Elena Gallegos Trail

Parks, Open Space and Trails

Two plans have been adopted which guide the development of trails and bicycle facilities in Albuquerque: the Trails & Bikeways Facility Plan and the Bikeways Master Plan. To guide the acquisition and development of Open Space, the Open Space Facility Plan is in the process of adoption (completion expected in 1998). To date, a formal review and discussion of Parks, Open Space and Trail systems by community planning area has not been conducted, howev-

er, many area residents have provided input at other community meetings.

The Foothills Partnership has categorized open space, trails and parks as a strength in the Foothills community. However, the group also perceives a need for more recreational facilities for children and adults including a youth center. It has been suggested that the youth center could be located on a portion of the 4.3 acre site recently purchased by the City for an APD mini-substation.

Inventory

The natural setting of the Foothills Community provides the eastern backdrop of the urban area. Views of the Sandia Mountains are important from every part of the urban landscape. The Sandia Foothills Open Space that borders the community on the east, part City Open Space and part Cibola National Forest, is a regional recreational resource. The multi-use trail along Tramway Boulevard and the trail system of the foothills provide extensive opportunities for walking, jogging, biking and hiking. The Tramway Boulevard streetscape, with its extensive use of native and naturalized plants, and the multi-use trail with pedestrian overpasses provides a well recognized local landmark.

Foothills Area parks include several large neighborhood and community parks greater than

8 acres: Academy Hills Park, with its dramatic backdrop of the Sandias; El Oso Grande Park, tied to the Bear Canyon Arroyo Open Space facility; High Desert Park, not yet developed; and Lynnwood Park, a park popular for group picnics, family outings and its scenic character. One of the City's newest neighborhood parks, Crestview Heights, nestles into a neighborhood setting and provides a rest stop along the Embudo Bike Trail at the base of one of Tramway's pedestrian bridges. There are three Joint Use facilities shared with Albuquerque Public Schools in this Community Planning Area.

The Foothills Community Planning Area contains:

- **16 Neighborhood Parks** (5 of which are undeveloped): Of the 77 acres of Neighborhood Parks, 47 acres are developed and individual park sizes range from less than 1 to 11 acres. Facilities found in Neighborhood Parks include:

- 8 play areas • 3 game fields • 1 jogging path
- 8 unlit tennis courts • 2 full basketball courts
- 2 half basketball courts • 1 shelter center
- 1 outdoor swimming pool with building

- **3 Community Parks:** All 23 acres of Community Parks are developed and sizes range from 1 to 14 acres. Facilities found in Community Parks include:

- 1 play area • 2 game fields • 1 jogging path
- **2 Open Space facilities:**
 - Sandia Foothills • Bear Canyon Arroyo Open Space
- **Trails:**
 - Bear Canyon • Tramway • Indian School •

Embudo

• Pubic Art:

- "Morning Allegory", *Piedra Lisa Dam*
- "Mountain Waves", *Piedra Lisa Park*

Current and Upcoming Projects

Projects recently completed, currently in progress, or recently funded in the Foothills Community Planning Area include: Eisenhower Pool Renovation, Hahn Park/Roadrunner Little League Concession Building, High Desert Park, Holiday Shelter Center, Oñate Park Design, Lynnwood Park Play Area Renovation, and median landscaping and renovation on Ventura. Projects which may be funded by the 1997 Quarter Cent Tax revenues include: Academy Hills Park, Casa Grande Linear Park, and Holiday #10 Park.

Open Space

The City of Albuquerque Open Space program began with the 1969 City Goals Program. Early efforts to preserve Open Space included formation of the volunteer Open Space Task Force, later replaced by the Open Space Advisory Board. Housing subdivisions encroaching on the Sandia mountain foothills spurred a public effort to preserve foothill open space west of the Cibola National Forest boundary. The City began buying foothills parcels in early 1970s. Local interest in preserving Open Space is so great that in the early 1990s the John B. Robert Neighborhood Association participated in buying the remaining portions of private land in the Bear Canyon Arroyo floodplain between Juan Tabo and Tramway Boulevards in order to con-

Recreational Facilities and Programs

- Holiday Park Shelter Center
- Mountainside YMCA
- Eisenhower Pool:
- Neighborhood Tennis Courts: Oñate, Lynnwood, Glennwood Hills
- Little Leagues: Roadrunner
- Trails: Bear Canyon, Tramway, Indian School Embudo
- Developed Parks: Oñate, Lynnwood, Sunset Canyon, El Oso Grande, Academy Hills, Georgia O'Keeffe, Holiday, Piedra Lisa
- Open Space: Elena Gallegos, Sandia Foothills
- Senior Centers: Bear Canyon

Cultural Facilities & Programs

- Juan Tabo Library
- Arts in the Parks at El Oso Grande Park
- Concert Band at Lynnwood Park
- Museum's Magic Bus Tour and hands-on arts and crafts workshop: John Baker, Humphrey, Oñate, SY Jackson
- Library's "1, 2, 3, Literacy" Program: Tender Years, Kids Academy (2), High Point Day Care, Alphabet Junction, Kids Under Construction, Eubank Day School, Kindercare
- Explorer's outreach "Pattern Kits": Hoover School
- Zoo to You: Montebello Retirement Center, SY Jackson, Bear Canyon Senior Center
- John Baker, SY Jackson, and Oñate attend daytime performances at South Broadway Cultural Center

Public Schools

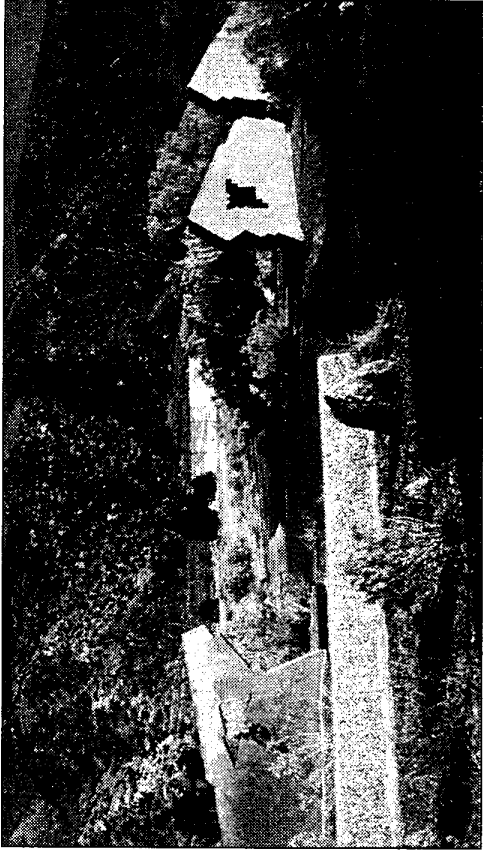
Georgia O'Keeffe, SY Jackson, John Baker, Hubert Humphrey, Oñate, Hoover, Eisenhower, Eldorado High School

Recreation Outreach Programs

- Bicycle Safety Rodeo: Oñate (2), Hubert Humphrey, and SY Jackson Elementary Schools

Open Space Cultural Programs

- Traveling Trucks • Fireside Chat Series
- Saturday Morning Hikes • Beginning Birding



Piedra Lisa Park

vey it to the City's Open Space program.

In protected areas such as the Cibola National Forest, City Open Space, and on other undeveloped park land, mule deer and jackrabbits move from arroyos to rises sparsely covered by pinon, juniper, and oak. In spring, deep fuschia cholla flowers and yellow prickly pear cactus flowers dot the landscape. Arroyo banks sprout Apache plume, chamisa and four-wing salt bush. Pine scents the air. Chickadees, jays, and other birds split the quiet with their calls while hawks catch thermals to circle above in the brilliant blue sky. Solitude and introspection are possible here.

The City Open Space Division and the Cibola National Forest Service conserve natural resources, and environmental features provide

opportunities for outdoor education and recreation, shape the urban form by preventing development, conserve archaeological resources, provide trail corridors, and protect the public from natural hazards. One of the most popular recreation areas is the Elena Gallegos Open Space.

The foothills have long been a popular recreational spot for Albuquerque residents. Hiking and horseback riding are encouraged in the Cibola National Forest and on a developing city and National Forest foothills trail for hikers, equestrians, and mountain bicyclists. A Masterplan project is currently under way for the Sandia Foothills. The foothills trail stretches from north of the Simms Open Space Park to I-40. The Simms Park Road Trail, completed last year, provides a non-vehicular linkage from the Tramway

Trail to the Elena Gallegos Open Space and trails within the City Open Space and Forest Service lands. National Forest trailheads at Embudo Canyon (the eastern end of Indian School Road) and Embudo Canyon (east on Montgomery Boulevard, north on Glenwood Hills to entrance) begin in City Open Space and lead to other trails in the Cibola Forest's mountain wilderness and eventually to Sandia Crest.

Trails

A developing City recreational trail network provides routes for walkers, bicyclists, equestrians, and people with disabilities. The Tramway Trail is a key part of this network. Trail and boulevard land acquisition and design were coordinated. The portion of the trail in the Foothills community was built between the early 1980s and 1994. This trail has helped define the character of the foothills area and has spurred the construction of other trails throughout the City. Native landscaping, good design, and connection to arroyo trails, neighborhoods, commercial centers, and schools have made the Tramway Trail a very popular route for walkers, bicyclists, roller skaters and others. See the Transportation section for a discussion of Commuter Trails.

Next Steps in Park, Open Space and Trail Planning

Currently in progress is the development of a Public Information Document describing existing park, open space and trail facilities by individual

Community Planning Areas. The document also includes general information about the park, open space and trail development processes in the City of Albuquerque and related issues including general cost information and typical funding sources. Upon completion of this document, a more detailed planning process will proceed with each community planning area.

Meetings will be held with individual community planning partnerships to gather public input about existing park, open space and trail facilities as well as to determine future needs within each area.

After School Activities

The Middle School Cluster Initiative is a collaboration between the City of Albuquerque, Albuquerque Public Schools and the community to provide after school activities in a safe environment to "at-risk" students. Each cluster, working together with the surrounding community, designs the programs is wants for its children.

The Cultural and Recreational Services Department conducted a youth recreation needs assessment from October through December 1996. The key issues and recommendations were published in 1997. One of the general recommendations seeks to involve the Community Planning Partnerships with the Middle School Cluster Initiative collaboratives to capitalize on the expertise of volunteers without duplicating efforts. In a "Dream On" survey, students from both Hoover and Eisenhower Middle Schools ranked the wish for Skateboard and Roller Blade Parks the highest. This

wish is reflected in a recommendation for the City to consider construction of such a park. Subsequently, \$250,000 was approved in the 1997 G.O. Bond to locate and construct a skate park in the City.

Next Steps in After School Activities Planning

In addition, the partnership notes that schools are underutilized in the evenings and could be used by the community to hold activities and meetings or by the City to provide services to youth and seniors. The City and Albuquerque Public Schools should examine ways to improve access to public schools for use by the community.

Approved Capital Outlay Funding (1998 State Legislature)

- Eisenhower Swimming Pool Renovation
\$100,000
- Holiday Shelter Center Renovation
\$420,000

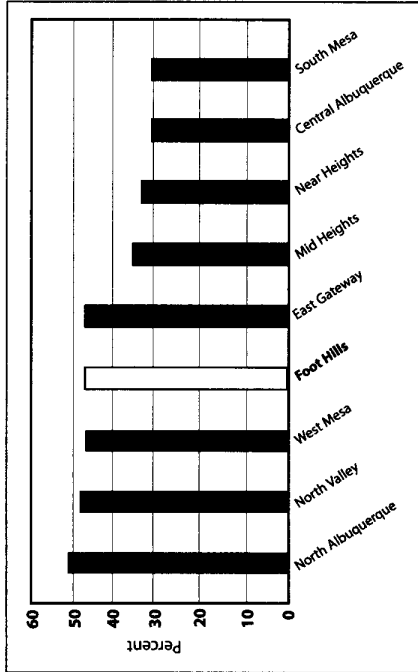
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KEY FINDINGS:

- The Foothills has many enjoyable recreational facilities and programs available to residents.
- The Foothills partnership has identified a need for more recreational facilities for children and adults.
- The Foothills partnership has identified a need for a youth center.

RECOMMENDED ACTIONS FOR CULTURAL AND RECREATION SERVICE:

- Work with Family and Community Services, Parks and General Services, and Cultural and Recreational Services to provide additional recreational activities for families in the Foothills.
- Work with Family and Community Services, Parks and General Services to explore the possibility of building a youth center for the Foothills.
- The Middle School Cluster Initiative at Hoover Middle School should work closely with the Holiday Park Shelter Center to plan after school activities.



Residents who feel "very safe" in their neighborhoods
(Source: Albuquerque Progress Report - December, 1996)

- police accountability
- deployment of police personnel at a level closer to the neighborhood

A steering committee comprised of diverse community representatives recommends and advises the Albuquerque Police Department in developing, implementing, and maintaining Community-Oriented Policing. The Foothills Community has a representative on this steering committee who reports the activities of the committee to the Foothills partnership.

Crime Rates

Crime rates can be measured as the number of incidences per 100 persons in the population. In the six selected categories of reported crimes for 1995, the Foothills' crime rate was in the lower part of the range for the city. In 1995, 84 people were arrested for DWI. Five categories of felony crimes were analyzed for 1995. When measured as incidences per 100 residents, the arrest rate for drug/narcotic violations was 0.16%. Burglaries/

- applies innovative strategies designed to create and sustain healthy, vital neighborhoods.

Community-Oriented Policing will coordinate with efforts being made by private, non-profit, and public agencies to bring a comprehensive approach to solving problems of crime and disorder.

Community-Oriented Policing reflects the values of:

- community participation in decision making

Community-Oriented Policing

In 1995, the Albuquerque Police Department began a new philosophy of policing called Community-Oriented Policing. This is based on a philosophy which recognizes the interdependence and shared responsibility of the police and community in making communities safer and more livable. It is a method of policing which encourages a partnership that:

- identifies community safety issues
- determines resources

breaking and entering occurred at a rate of 1.52%. Drive-by shootings occurred at a rate of 0.03% (13 incidences in 1995), and there were no incidences of gang-related homicides.

Juvenile Violent Crimes

Juvenile violent crimes were plotted for 1995 by address of offender. These crimes occurred at a rate of almost 0.05% in the Foothills area, (19) cases.

Substance abuse

The Foothills is one of three planning areas with a low prevalence of illicit substance abuse. (Source: *Substance Abuse Report, 1996*)

Perceptions of Safety in Neighborhoods

Since 1990, the Albuquerque Police Department and the University of New Mexico Institute for Social Research have collected information regarding Albuquerque citizens' perceptions of crime and fear of crime through the use of citizen surveys. Citizen perceptions of police service and crime are important variables to consider when measuring the impact of community policing. If community policing is successfully implemented, levels of citizen satisfaction with police services should increase and citizens' fear of crime should decrease. In the 1996 survey, the sample was stratified by Community Planning Area. As shown in the graph, residents of North Albuquerque felt

safest in their neighborhoods. Nearly 50% of Foothills' residents also report feeling safe in their neighborhoods. By contrast, only a little over 20% of Southwest Mesa residents report feeling very safe alone at night in their neighborhoods.

Albuquerque Fire Department

Community Involvement

In the coming year, the Albuquerque Fire Department will begin an Adopt-A-School Program in which fire stations will adopt schools within their districts an hold events and give presentations as needed. This arrangement will allow the fire stations to be more accessible to the community.

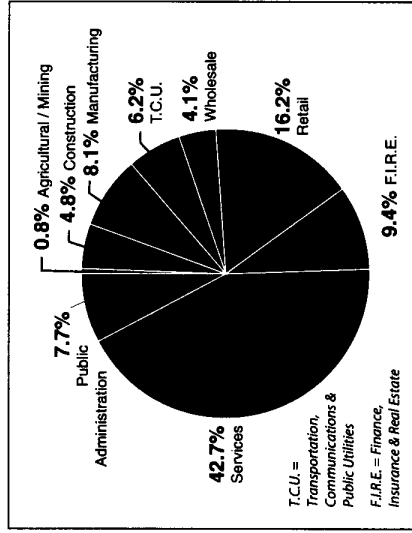
Inventory of Facilities

- Proposed APD mini-substation at Montgomery and Tramway
- Fire Station #16 at Juan Tabo and Manitoba NE ☐

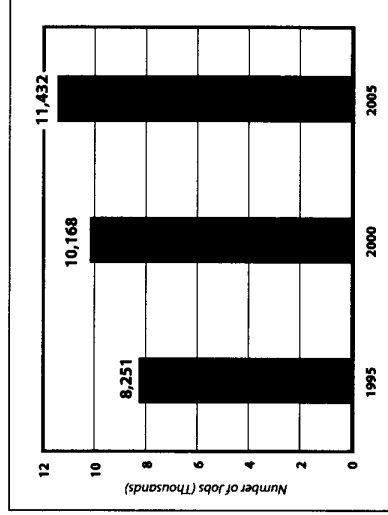
KEY FINDINGS:

- The Foothills has low rates in the selected categories of reported crimes in 1995, compared to the City as a whole.
- The partnership has expressed concern over speeding and cruising problems in the area.

- [Goal 4] Achieve sustainable development, and balanced development and redevelopment, including infill development.
- [Goal 6] Adopt and pursue implementation of an economic vitality strategy.



Type of Employment (Source: U.S. Bureau of the Census, 1990)



Projected Number of Jobs in the Foothills (Source: Urban Growth Projections, Planning Department)

Employment

The 1990 Census reports that 42.7% of the Foothills workforce, or 9,087 persons, are employed in the Services category. The next highest category is Retail Trade which employs 16.2% of the workforce, or 3,435 persons. Finance, Insurance and Real Estate accounts for about 9.4%, Manufacturing accounts for about 8.1%, Public Administration accounts for about 7.7%, Transportation/Communications, and Public Utilities accounts for about 6.2%. Construction, Wholesale Trade, and Agriculture/mining accounts for the remaining 9.7%.

Job Growth

Urban Growth Projections indicate moderate job growth in the Foothills through the year 2005. (Source: *City of Albuquerque Planning Department*) The projected number of jobs are shown in the table.

Major Employers

Employers with 75 or more employees are considered major employers by the Department of Labor. In the Foothills, the major employers include TVI, Albuquerque Public Schools, Garduños, Furr, La

Type	Acreage
Commercial Retail	87
Commercial Service	77
Wholesale and Warehousing	7
Industrial and Manufacturing	0
Total	171

Commercial Land Use in the Foothills
(Source: A.G.I.S., 1997)

Vida Llena, Inc., and Blue Cross Blue Shield.
(Source: U. S. Department of Labor, 1996)

Commercial Land Uses and Vacant Commercial Land

Commercial land uses account for approximately 170 acres in the Foothills. Commercial land uses are split almost evenly between retail and services, with a small portion dedicated to wholesale and warehousing. There are no industrial or manufacturing land uses. (Source: A.G.I.S., 1997) The Foothills is nearly built-out and remaining vacant land is interspersed among developed land. There are about 50 acres of vacant land zoned for commercial, office and industrial uses in the Foothills. (Source: Albuquerque Geographic Information System, October 1997) These parcels are found along the major streets such as Juan Tabo Blvd., Montgomery Blvd. and Candelaria Rd. The Foot-

hills Partnership identifies infill development as a priority and suggests establishing a model for infill development. This is one project the Foothills Partnership will be working on.

Redevelopment Prototype

There are several older strip-commercial centers in the Foothills that have excess parking, old facades and signs, and lack of landscaping. You'll find examples of these centers along Juan Tabo Blvd. Many sites need exterior renovation and in some cases there is an opportunity to redesign the site itself and use the excess parking for new commercial or office development. Renovation and rehabilitation of these centers, including updating their site plans, are potential components of a redevelopment prototype. This is one project the Foothills Partnership will be working on.

KEY FINDINGS:

- There are opportunities for the partnership to be involved in the development of remaining vacant commercial, office and industrial properties.
- Older strip-commercial centers are in need of rehabilitation and renovation.

RECOMMENDED ACTIONS:

- Establish an infill and redevelopment prototype.
- Review available sites.
- Establish development criteria.
- Determine potential desired uses.
- Develop a program to work with property owners and developers.

Environmental Protection and Resource Conservation

[Goal 5] Increase environmental protection and resource conservation.

Air Quality

Albuquerque's ambient air depends on the weather, personal lifestyle choices made by local residents and geography. Our high altitude and valley location make Albuquerque a particularly sensitive area. At our mile-high elevation, atmospheric oxygen is 17% less than it is a sea level. This condition causes increased carbon monoxide (CO) pollution from vehicles and other burning activities because of incomplete and less effective combustion. (Source: *Albuquerque's Environmental Story*)

For Albuquerque to meet Federal air quality standards, we need to make good land-use, transportation, and air-quality decisions in ways that are supportive. To reduce transportation-related air pollution, we must reduce the emissions of individual vehicles and reduce the sheer number of vehicles congesting our streets through travel-demand management strategies, and land-use planning for pedestrian and other options to one-passenger-vehicle trips. Increased population is associated with more motor vehi-

cles, new development and housing, new employment, and more, often longer, commutes to work. In the Foothills there are few employment opportunities and this results in many long work trips. In the Foothills about 85% of commuters, or 18,134 persons, travel alone to work. Transit ranked last with only 1% of Foothill commuters choosing this mode. (Source: *U.S. Bureau of the Census, 1990*)

Unpaved roads and woodburning activities are the primary sources of visibility degradation. The climate's dry conditions result in poor soil stabilization, thereby increasing dust from agriculture, construction activities and roads, and contributing to high levels of dust particles in the air. These conditions can also clog air filters in vehicles, reducing the air flow to the carburetor. This results in less efficient fuel burning and increased emissions. Wood and open burning activities also contribute to carbon monoxide pollution. But motor vehicles have been, and continue to be the major source of CO (Carbon Monoxide).

Water Conservation

We have a big water challenge. The pure, clean water in our aquifer is being depleted faster than nature can replenish it. The City of Albuquerque has adopted a water conservation policy to help meet Albuquerque's water challenge. Resolution 40-1995, a comprehensive water conservation strategy, was adopted in March, 1995 with the goal of reducing per person water use by 30% from 250 gallons per person per day to 175 gallons per person per day by 2004. Reaching this goal means saving billions of gallons per year, helping to balance depletion and recharge. The sacrifice is small compared to other desert cities. Our per capita water usage is 250 gallons per day, among the highest in the Southwest, and our rates are among the lowest (*Source: City of Albuquerque, Public Works Department, Water Conservation Office*)

Residential use accounts for most of the metered water we consume, 71% of the total. And half of our households use over three fourths of this water! In other words, the top half are using three times as much as the bottom half. The Foothills partnership identified lack of water as a threat to the community, as well as to the City as a whole.

Plague

Open space areas in the foothills east of the residential developments are known plague-epidemic areas. Several plague-infected rodents and occasional plague infected cats have been identified.

One human infection occurred in the mid-1970s (from the East Gateway Community). There is a continued need for plague surveillance and public education activities in the area. (*Source: City of Albuquerque, Environmental Health Department*)

Archeological Resources

Archeological sites are nonrenewable resources; they provide the only available source of information on the people and civilizations that flourished long ago. To the professional and amateur archaeologist trained in site identification and interpretation, these sites provide the key to understanding how human beings have interacted with Albuquerque's environment over thousands of years. Archeological sites provide information that augments the area's sketchy, 400-year-old written historic record; act as a foundation for interpretive museum exhibits and educational programs; and provide a potential focus for recreational and tourist-related activities. (*Source: Albuquerque's Environmental Story*) Within the Foothills there are a variety of archaeological sites which include the Late Archaic (also called Basketmaker II), Pueblo III period, Pueblo IV period, Post Pueblo Revolt, Spanish contact-colonial, and New Mexico Statehood-WWII. ☐

KEY FINDINGS:

- Transit should be promoted as a way of reducing the number of single-occupancy vehicle commutes.
- Air pollution needs to be addressed through land use and transportation solutions.
- The partnership identified lack of water as a threat to the community, as well as to the City as a whole.

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Summary of Partnership Issues

The Foothills Community Priority Issues

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Summary of Partnership Issues

The Foothills Planning Partnership began meeting during the summer of 1996. Much of the initial work of this group dealt with carrying out a "S.W.O.T." analysis, identifying the Strengths, Weaknesses, Opportunities, and Threats for the area, and with developing a vision for the Foothills. The S.W.O.T. analysis and vision are summarized below and presented in more detail in the appendix. These first steps were carried out by a core group consisting of the City Councillor, neighborhood representatives (individuals recommended by the District 8 Coalition of Neighborhoods), a representative of the development community (a member of the National Association of Industrial and Office Properties active in the Foothills), and a representative of Albuquerque Public Schools (in this case, the principal of the area's high school, Eldorado).

In general, the analysis pointed out that the Foothills had a number of strengths including:

- relatively safe neighborhoods;
- good schools, parks, and streets;
- young, healthy, well-educated residents;
- and a good working relationship with the city.

The analysis pointed out some problems including:

- speeding and cruising;
- a lack of adequate recreational facilities near residences;
- a lack of funding for desired projects, and the feeling that the area is often taken for granted by the city, due to the perception that the Foothills area does not need much attention when compared to other parts of the city.

The Partnership feels that the area's population, location, and street network offered an opportunity for developing a model transit program. They also see the opportunity to establish a model program to facilitate mixed-use, infill development. Finally, the group felt that it was important to pursue funding, particularly through the city's capital improvement bond program, for desired projects in the area.

As priority projects for the coming year, the group chose working on mixed-use infill programs, tracking and seeking funding for capital improvements, and establishing a "neighborhood reinvestment program," a city-wide initiative where capital funds would be directed to projects identified and prioritized by commu-

nity representatives. As an additional priority project, the group chose to work closely with the city's police and transit departments to help develop a community police substation in conjunction with a neighborhood transit facility on a site recently purchased by the city near Montgomery and Tramway.

Strengths:

1. Crime prevention programs
2. Generally safe neighborhoods
3. Great arterials
4. Views of Mountains
5. Open space, trails and parks
6. Influx of retirement communities
7. Educational facilities (availability and reputation)
8. Networked schools and libraries
9. Active neighborhood associations
10. Neighborhood associations working well with City (they are more sophisticated, there is more of a partnership)
11. Supporting community interests adjacent to Foothills
12. Elected officials work well together
13. Relatively young, healthy, educated population

Weaknesses:

1. Speeding in neighborhoods
2. Cruising
3. Lack of recreational facilities located in close proximity to residential areas
4. Lack of City funding for recreational facilities
5. Being taken for granted by the City Council/other City departments
6. The perception that the Foothills area doesn't need attention from the City
7. Poor implementation of studies/plans (i.e. the Bikeways and Trails Master Plan)
8. Poor maintenance of City facilities
9. General lack of funding

Opportunities:

1. Be a leader in transit innovation
2. Concentrated travel needs of seniors provides a captured audience for transit
3. More recreational facilities for children and adults
4. Develop city/community partnerships for infill models
5. Being a leader in infill development
6. Be at the forefront of Comprehensive plan and Zoning Code

Ordinance revisions

7. Lobbying for more money, and prioritizing capital expenditures

Threats:

1. APS Redistricting
2. Aging of neighborhoods (decline in numbers of school-aged children)
3. Safety
4. Lack of water
5. Failure to address our needs
6. Lack of involvement

Priority Issues

The methods utilized in determining the main issues facing the Foothills Community include: data from City departments, census data, the Foothills Partnership SWOT analysis (strengths, weaknesses, opportunities, threats) and input from the community. As a result, the following issues have been identified as high priorities:

1. Tracking progress of projects funded through the Capitol Improvements Program (CIP).

Projects in Progress:

- The Foothills Partnership has begun a process to keep track of approved CIP projects in the Foothills, starting with the 1997 G.O. Bond projects. The process involves using information on the projects approved in the 1997 G.O. Bond and following their progress throughout the year.

Recommended Actions:

- City staff should obtain project information from previous bond cycles and track

the progress of those projects.

- City staff should add a field to CIP and other city department databases for Community Planning Area and Council District identification.

2. Zoning and infill policies as they relate to vacant and underutilized commercial parcels.

The Foothills is nearly built-out and remaining vacant land is interspersed among developed land. There are about 50 acres of vacant land zoned for commercial, office and industrial uses in the Foothills. (*Source: Albuquerque Geographic Information System, October 1997*) These parcels are found along the major streets such as Juan Tabo Blvd., Montgomery Blvd. and Candelaria Rd. These major streets also have many older strip-commercial centers along them. Frequently, these shopping centers have excess parking, old facades and signs, and lack of landscaping. Many sites are in need of exterior renovation and in some cases there is an opportunity to re-design the site itself and use the excess parking for new commercial or office development. Renovation and rehabilitation of these centers, including updating their site plans, are potential components of a redevelopment prototype. There is potential for creating mixed-use developments on these sites. Mixed-use developments support the goals of the Transportation Evaluation Study that encourage trip reduction. Furthermore, there is an opportunity to develop transit stops at these mixed-use centers which would reduce the reliance on single occupancy vehicle travel, another goal of the Transportation Evaluation Study.

Recommended Actions:

Partnership and community planner should work together to:

- Establish an infill and redevelopment prototype for commercial properties
- Review available sites
- Establish development criteria
- Determine potential desired mix of uses
- Develop a program to work with property owners and developers

Three potential sites to start working on:

- 1) Tinnin Property at northeast corner of Candelaria & Juan Tabo (includes Laif's Comedy Cafe, Valley Furniture Warehouse, Sonic Drive-In)
- 2) Sandia Plaza shopping center at northwest corner of Candelaria & Juan Tabo (includes Doc Holliday's Hock Shop)
- 3) Four-acre vacant parcel at northeast corner of Candelaria & Juan Tabo, east of commercial building.

3. Streetscape Design and Transit

Projects in Progress:

Montgomery/Tramway Neighborhood Center:

This site has been selected for construction of a police mini-substation and a master plan for the site will consider other uses. A group of residents from Glenwood Hills has already put together a list of desired services and amenities they would like to see at the site. Desired services include: police mini-substation, bus stop, park-and-ride, library kiosk, and space for a

neighborhood office. Amenities include: performance area or band shell, athletic area, trail, playground, picnic area, a community service center and landscaping. The city has acquired funding in the amount of \$150,000 from the State Legislature to help fund the design of this project.

Recommended Actions:

- The Foothills Partnership should work closely with interested community members, city staff and the project architect in the development of this project.

Projects in Progress:

Arterial Streetscape Design Project:

A streetscape improvement project has been funded in the amount of \$300,000. A prototype design will be tested for application on an arterial street. Connecting arterial streets with other issues and opportunities may be studied as well.

Recommended Actions:

The first step involving the Partnership will be to articulate very clearly what the project is meant to accomplish. The next step will be for the Mid-Heights Partnership, representatives from the Foothills Partnership, and City staff from Planning, Public Works, the Capital Implementation Program, and other departments to discuss the possible scope of work necessary to complete the project. While the project has been generally described in funding requests, the following list includes some possible details.

Public and Interagency Involvement:

- Identifying who should be included in the participation process and designing the process (Representatives of bordering neighborhoods will definitely be included.)

Project Definition and Feasibility Given Existing Conditions:

- Inventorying existing conditions on the chosen arterial street and on other Albuquerque arterial streets
- Inventorying and analyzing what Albuquerque has done to achieve the same goals on other streets (successes to repeat and failures to avoid)
- Inventorying and analyzing what other cities have done to achieve the same goals
- Identifying and analyzing constraints to applying proposed solutions
- Producing a cost/benefit analysis or matrix for choosing a range of solutions to achieve goals (the street prototype elements)

Evaluation of Alternatives:

- Producing a conceptual design for one arterial street and perhaps portions of other arterial streets

The Construction Project:

- Producing construction designs
- Choosing a pilot project location and initiating construction

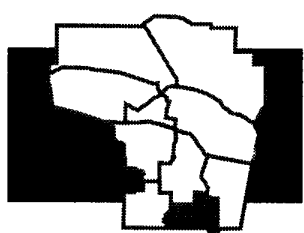
Producing a Guide with a Range of Options:

- Publishing an Albuquerque arterial streets design manual

Other long term issues to consider are the clear definition of City maintenance responsibility and ensuring continued funding for maintenance.

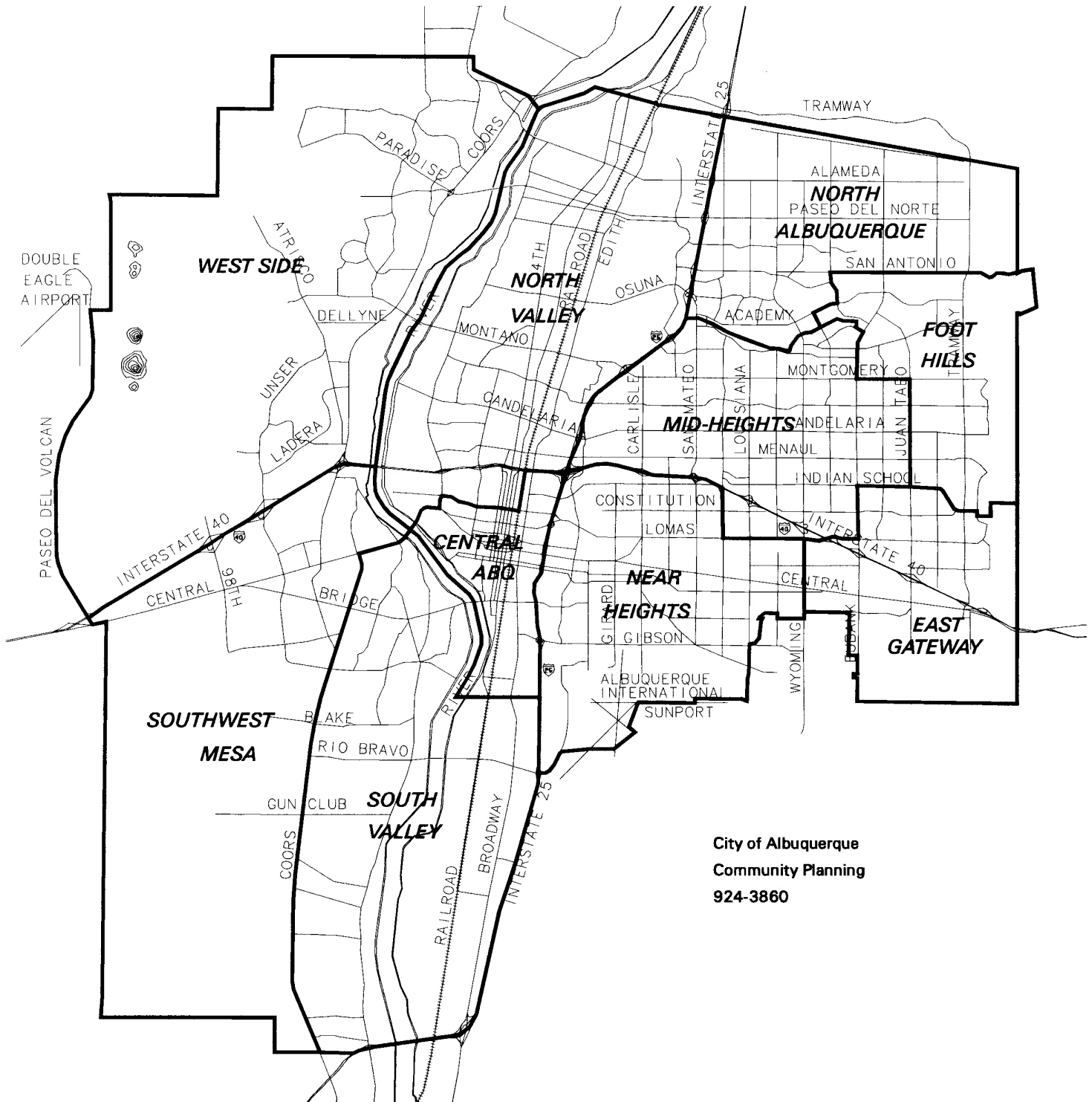
A "request for proposals" will be written and advertised based on these preliminary discussions. A consultant will be chosen to work very closely with representatives of the Mid-Heights Partnership and larger community. The Mid-Heights Streetscape committee will reconvene and invite members of the Foothills Partnership to begin this process.

Concurrent work may include investigating ways to encourage property owners to redesign and redevelop properties adjacent to major streets. The objective would be to help create mixed uses that can support transit and pedestrian use and to develop public places where people feel safe and comfortable for walking, bicycling and using transit. ☐

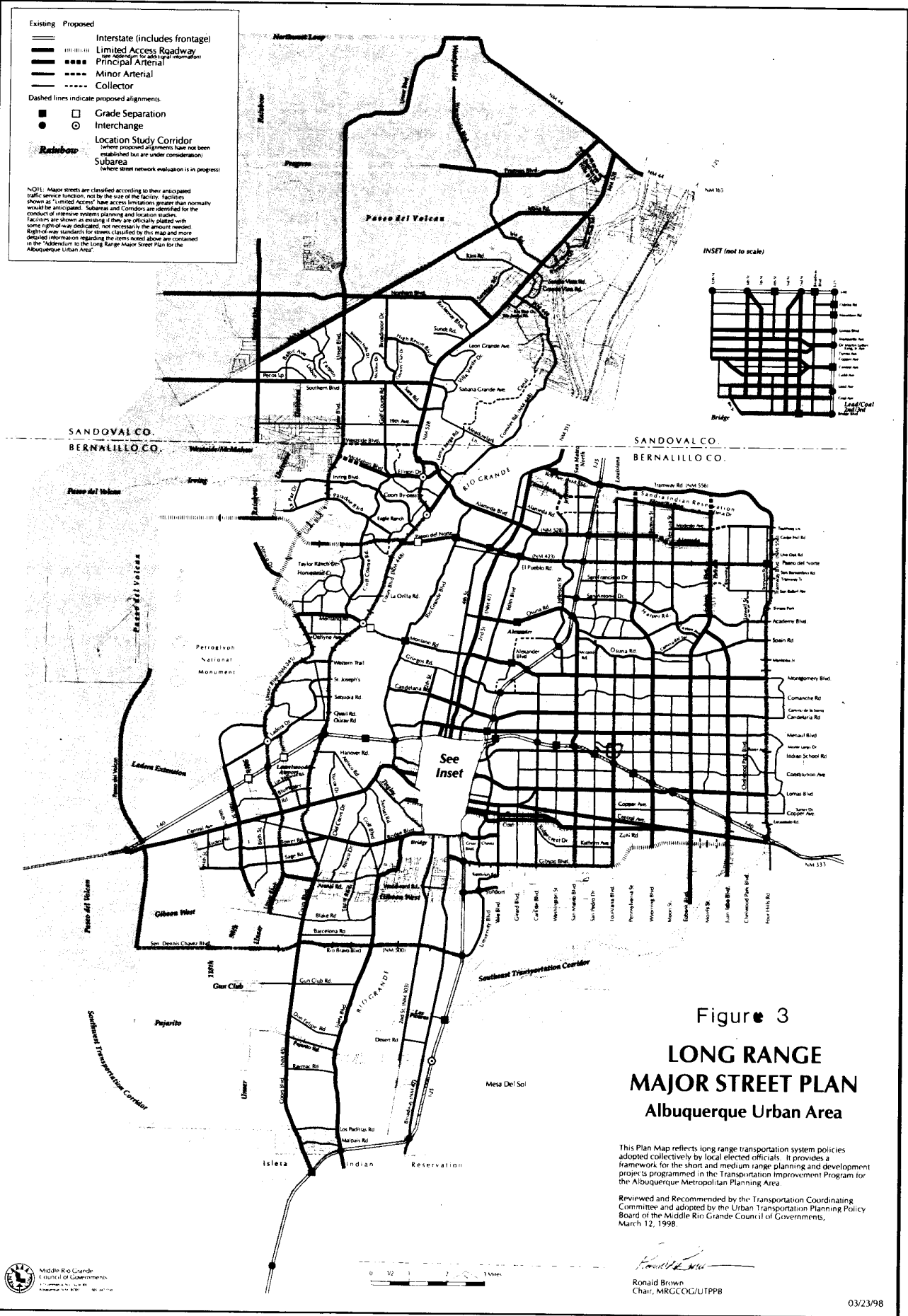


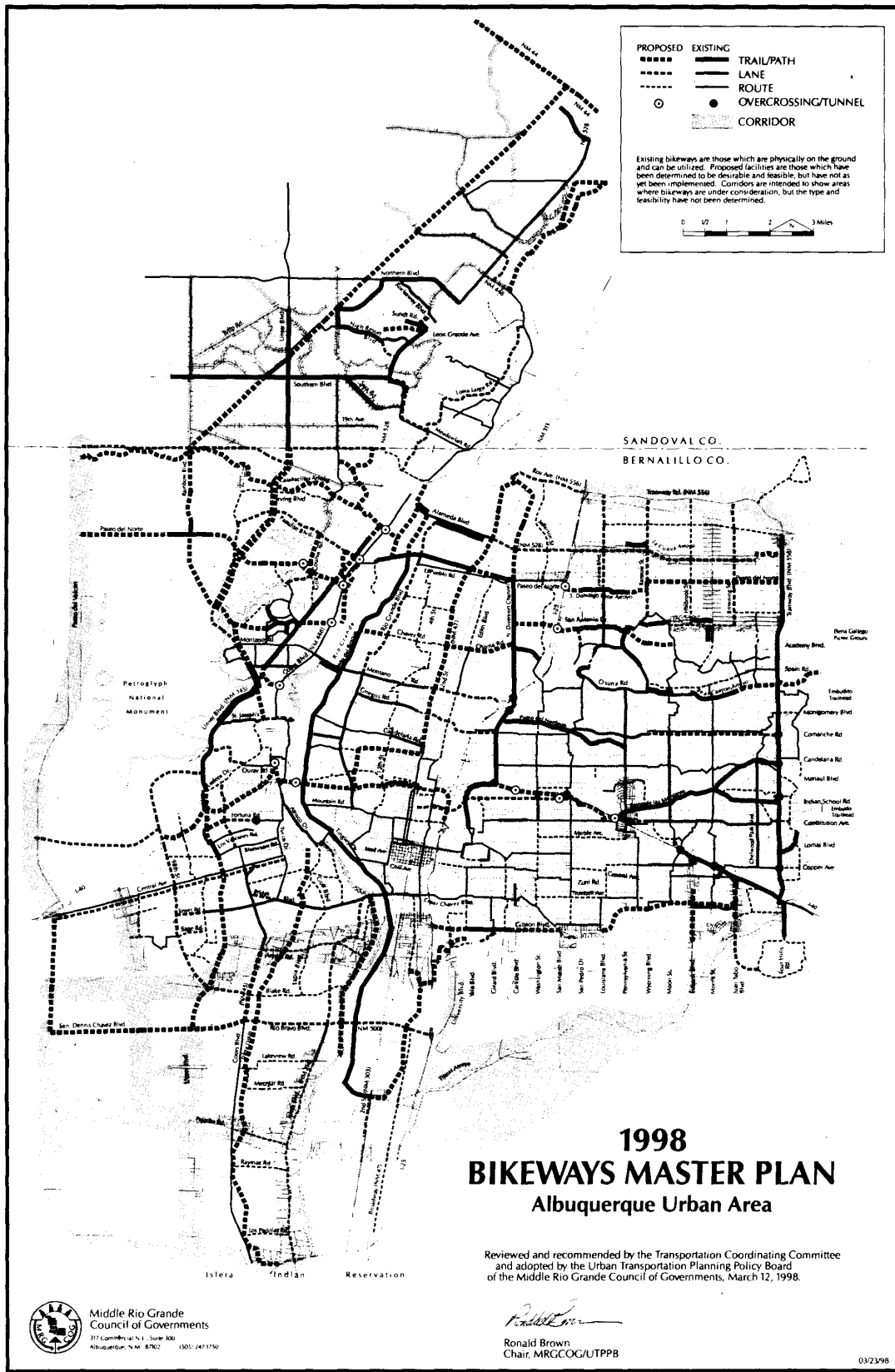
Appendices

COMMUNITY PLANNING AREAS



City of Albuquerque
Community Planning
924-3860



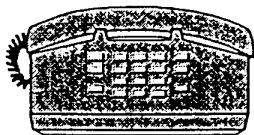


Approved 1997 G.O. Program

Foot Hills

**Map
Location**

Parks and General Services <u>Open Space</u>		
18	Open Space - Renovations Elena Gallegos	\$150,000
Parks and General Services <u>Parks</u>		
19j	Park Renovation - Lynnwood Park	\$90,000
19m	Park Renovation - Oñate Park	\$50,000
27d	Median Landscaping and Renovation - Ventura Project	\$25,000
Police		
58	Mini-Substation	\$500,000
Neighborhood CIP Projects <u>Neighborhood Set Aside</u>		
49e	Landscaping Design/Study: Menaul (Juan Tabo and Open Space E. of Tramway)	\$30,000
49f	Lowell / Spain Median Enhancement - Phase I (Lowell Academy to Spain)	\$120,000



IMPORTANT TELEPHONE

NUMBERS (4/98)

*TTY USERS: May call any number listed through Relay New Mexico at
1-800-659-8331.*

*Published by: City of Albuquerque, Department
of Family & Community Services, Office of
Neighborhood Coordination. (feel free to reprint for your publication).*

Police/Fire/Rescue (Emergency) 911

Albuquerque Clean Team (ACT) 823-4228

Albuquerque Police Department

Crime Analysis Section 768-3282

Police (non-emergency) 242-2677

Police Substations:

Foothills 823-4455

Northeast (8201 Osuna NE) 823-4455

Southeast (800 Louisiana SE) 256-2050

Valley (5408 2nd St. NW) 761-8800

Westside (6404 Los Volcanes NW) 831-4705

Records 768-2020

Telephone Reporting Unit 768-2030

Animal Control (Eastside) 768-1975

Animal Control (Westside) 768-1935

Animal Control (County) 873-6706

Attorney General (Consumer Protection) 1-800-678-1508

Better Business Bureau 884-0500

Burn/No-Burn Advisory 768-2876

City Council Office 768-3100

City Council Hotline (Mtg., agendas) 768-4777

City/County Information 768-2000

Community Planning 924-3860

County Assessor (Property Ownership) 768-4040

County Clerk (Voter Registration) 768-4090

County Commission Office 768-4000

Crimestoppers 843-7867

Dumping on Vacant Lots 924-3850

Environmental Health Offices 768-2600

(for Mosquito/Fly Spraying, Noisy Neighbors, Noise, Restaurant, Food Poisoning Complaints,

Dust

complaints from Construction.)

Fire (Non-Emergency) 243-6601

Fire Marshal's Office 888-8124

Firecrackers or Gunshots 242-2677

Garbage Collection Problems 761-8100

Gas Leaks (Days) 246-7474

(Nights, Weekends, Holidays) 880-7300

Graffiti Removal Services 857-8055

Graffiti 24 Hour Hotline 768-4725

Housing Code Enforcement 764-3959

Keep Albuquerque Beautiful (KAB) 857-8280

Landfill Information

Cerro Colorado 836-8764

Don Reservoir 836-8757

Eagle Rock 857-8318

Montessa Park 873-6607

Landlord/Tenant Hotline 256-9442

Library (Information & Reference) 768-5140

Mayor's/CAO Office 768-3000

Mediation 768-4651

Neighborhood Coordination

768-3790
 Neighborhood Crime Prevention 924-3600
 Open Space or Bosque 873-6632
 Parks Management (7 a.m.-5 p.m.)
 Reservations for Parks 857-8669
 Lights, Park Maint. Vandalism 857-8650
 272-2222

Poison & Drug Information
 Public Works Department

Barricades 768-2552
 Cockroach Hotline 873-7009
 Emergencies (Water, Sewer) 857-8250
 Information 768-3650
 Pothole Repair 857-8027
 Sandbags 857-8025
 Sidewalk Obstructions 857-8680
 Special Events Permits 768-2551
 Street Maintenance (8-5) 857-8025
 After Hours (all divisions) 857-8250

Recycling Information

761-8100

Recycling Hotline

761-8176

Ridepool

243-7433

Sheriff's Department (non-emer.)

768-4160

State Police

841-9256

State Information

1-800-825-6639

Stop Signs (Missing)

857-8028

Streetlights Out/Down Powerlines

246-5890

Suntran Information (Bus)

843-9200

Sunvan Information (Bus/handicapped)

764-6165

Traffic Sign & Speed Information

857-8680

Trees (Obstructing View)

857-8680

United Way Helpline

247-3671

Vehicle Information

Abandoned on Public Streets 768-2277

Inoperable on Private Property 924-3850

Pollution Hotline 247-2273

Wasted Water Hotline

768-3640

Weed & Litter Complaints

924-3850

Weed & Litter

761-8100

(10+ bags/lg. item pick-up - 1 day before trash day)

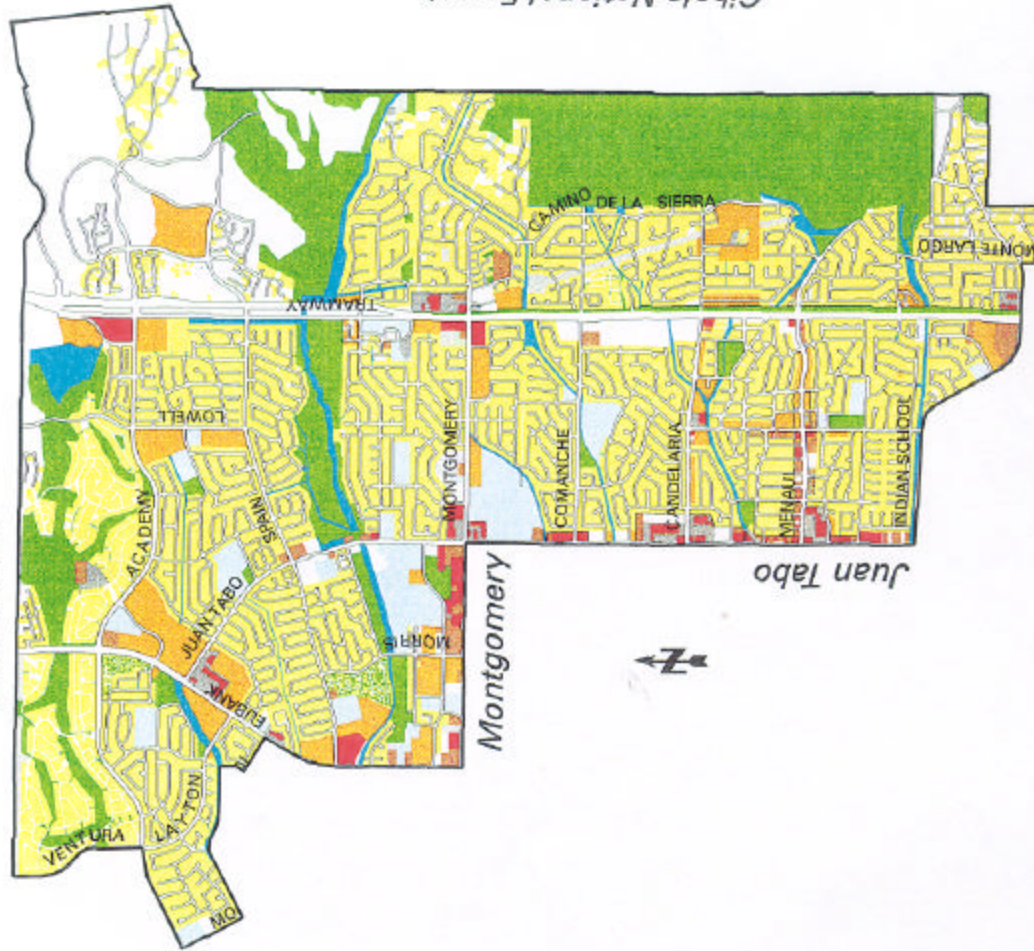
Zoning Violations

924-3850

When you make a complaint, be specific, provide addresses

and the length of time there has been a problem.

San Antonio



Cibola National Forest

Montgomery

Juan Tabo



LAND USES (acreage)

- SINGLE FAMILY (2,734)
- MULTI FAMILY (348)
- COMMERCIAL RETAIL (87)
- COMMERCIAL SERVICE (77)
- WHOLESALE AND WAREHOUSING (7)
- INDUSTRIAL AND MANUFACTURING (0)
- PUBLIC AND INSTITUTIONAL (246)
- PARKS AND RECREATION (1,202)
- PARKING LOTS AND STRUCTURES (72)
- TRANSPORTATION AND UTILITIES (47)
- DRAINAGE AND FLOOD CONTROL (204)
- AGRICULTURE (0)
- VACANT (1,007)

TOTAL (6,094)

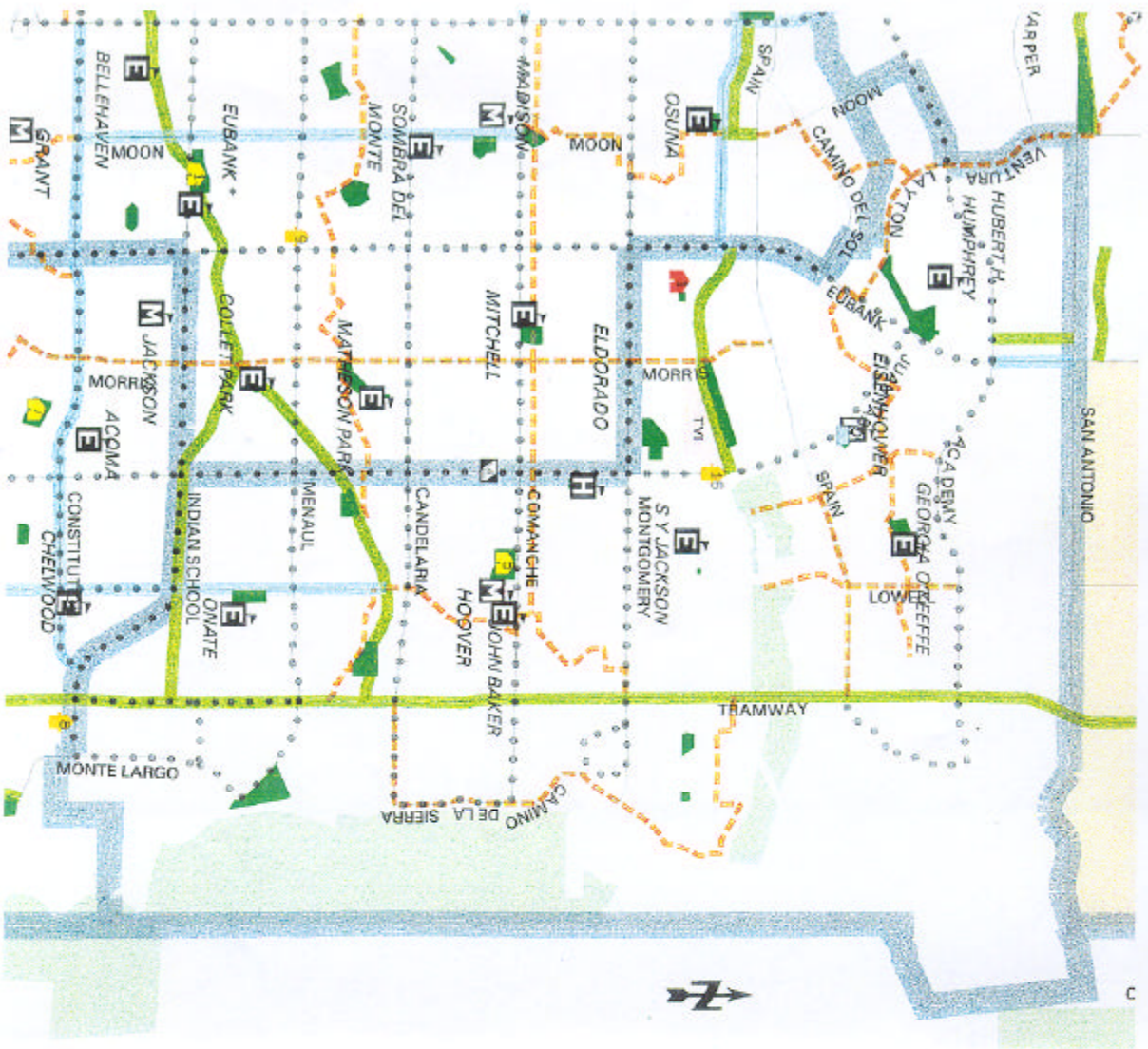


1" = 3000'



SCALE

Foot Hills Community Generalized Land Use



- LEGEND**
- COMMUNITY PLANNING AREA BOUNDARY
 - SUBTANTIAL ROUTES
 - PUBLIC ROADS
 - CITY & COUNTY PARKS
 - AREA OUTSIDE OF CITY LIMITS
 - OPEN SPACE
 - COMMUNITY CENTER
 - S. HOLDAY SHELTER CENTER
 - SENIOR CENTER
 - EL BEAR CANYON
 - LIBRARIES
 - FIRE STATIONS
 - SWIMMING POOLS
 - MIDDLE SCHOOLS
 - ELEMENTARY SCHOOLS
 - JOHN BAKER / HOOVER MIDDLE
 - HUBERT H. HUMPHREY
 - S. Y. JACKSON
 - GEORGE D. KEEFE
 - CHALK
 - BIKE ROUTES ON STREETS
 - BIKE LANES ON STREETS
 - BIKE TRAILS ON STREETS

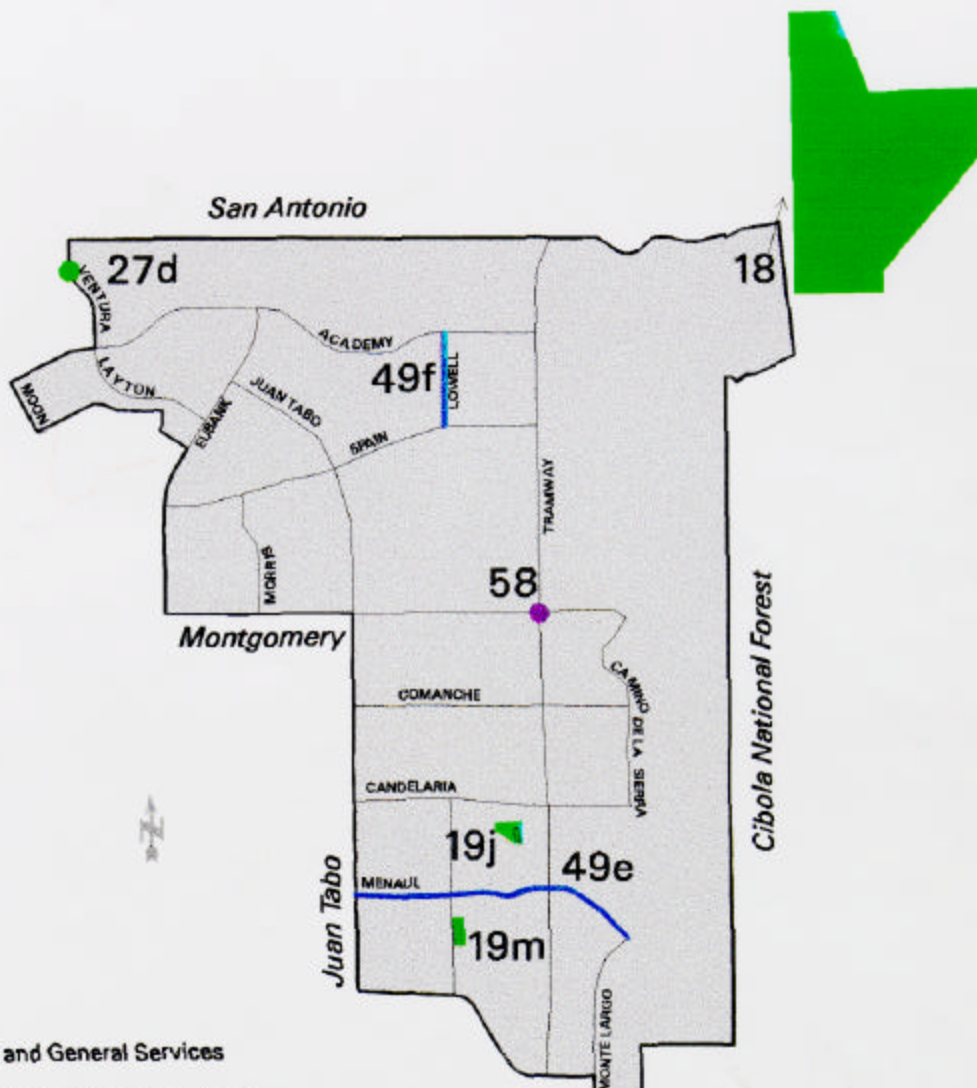
Foot Hills Community Services

Approved 1997 G.O. Program

Foot Hills



Capital Implementation Program



- Parks and General Services
- Public Works / Storm Drainage
- Public Works / Streets
- Other
- Neighborhood Set Aside
- UETF Capital Projects

Map Scale 1" = 5000'